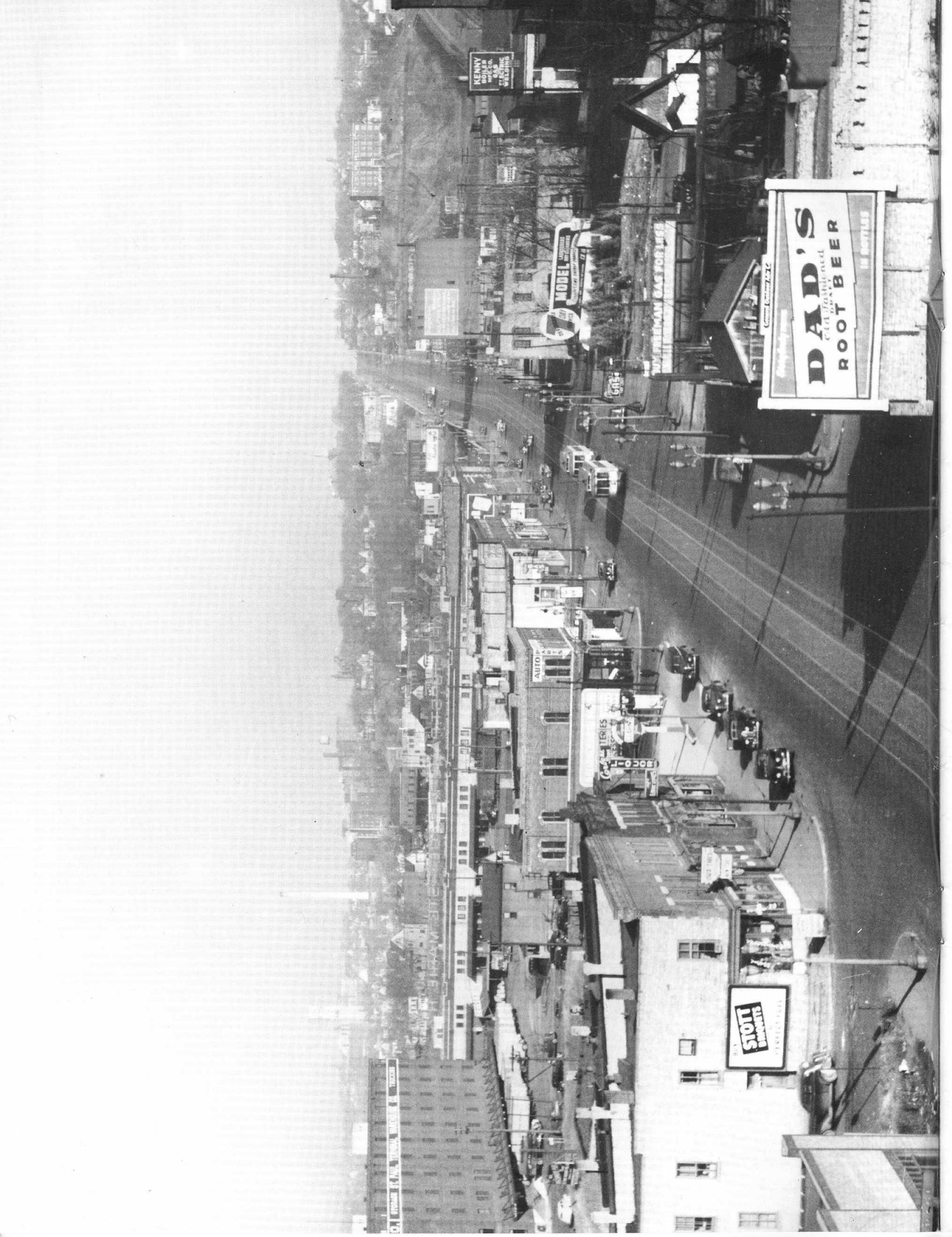


Minnesota Transportation Museum



Spring 1993







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**MINNESOTA  
TRANSPORTATION  
MUSEUM, INC.**

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CIRCULATION

The **MinneGazette** is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$5 per year charge.

SUBMISSIONS

The **MinneGazette** welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
Sustaining	\$ 50	Sponsor	\$ 100

Public Information  
(612) 228-0263

Member Information Line  
(612) 228-9412

BOARD OF DIRECTORS

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**Front Cover:** The Dan Patch line bridge over the Minnesota River, taken in November 1963. Consider what a rare structure this is, a swing bridge with a single, planked lane for autos. Now 80 years old, it is inactive, although the rumor mill says that the Twin Cities & Western may reopen it to reach Savage. Doug Hogdon photo.

**Inside Front Cover:** Two St. Paul hills were steep enough to justify the replacement of horses with cable cars. The Selby/Cathedral Hill was the more remarkable. Usually overlooked was the East 7th Street hill, with its long 5 percent grade. The cable cars began operations in 1889, but were replaced by electric cars in 1893. Ramsey County Historical Society collection.

THANK YOU FOR  
YOUR GENEROSITY

- To Pat Whitacre for donating the railroad book collection of her late husband Eugene Whitacre.

- To Oscar Palrud for donating magazines, railroad books and railroadiana.

- To Kevin Penne for donating rail magazines.

- To James R. Sullivan for donating an album of 1916 Minneapolis & St. Louis photos.

- To David & Margaret Morris for their donation to the General Fund.

- To Louis Hoffman for his donation to the Traction Fund.

- To James Weist for his donation to the Railroad Fund.

- To Mr. & Mrs. Bob Schmidt for their donation to the Railroad Fund in memory of Charles Eichhorn.

- To Bill Olsen, Douglas Beedon, Society of Automotive Engineers, David Van Huizen, Kevin Penne, and Robert & Hazel Schumacher for their donations to the PCC Fund.

- To the Lake Minnetonka Conservation District for its grant of \$5000 to the Steamboat fund.

- To the Elizabeth C. Quinlan Foundation for its grant of \$500 to the Steamboat fund.

- To the Minnesota Historical Society for its grant of \$6000 to the Steamboat fund.

CORRECTIONS &  
NEW INFO

The last issue incorrectly reported that the Wisconsin Central had given a local group permission to open up the Dresser depot for O&StCV passengers. No such permission has been given.

It turns out that Bob Clark's Fairmount speeder, which is used to inspect the line before each operating day, is the actual unit used for that purpose by the Soo's full-time cliffs inspector. When the depot sale is complete, it will return to its former home, the speeder shed at the depot.

The name of the curator of the B&O Museum reported on page 4 as John Tuny is John Hankey.

The CHSL ridership stats given for September and October were for October only (2161). In September 3451 were carried on scheduled service and 97 on charters for a total of 3548. The annual totals are correct.

The dedication of the O&StCV occurred on October 18th, not October 25th.

NOTES

Site cleanup continues at Jackson Street Roundhouse. Late last year the large above-ground storage tank near the entrance was removed. The brush that covered the slope on the Pennsylvania Ave. side has also been removed. Besides being unsightly and a fire hazard, it also gave cover to anyone wanting to climb over or dig under the property line fence. Recently the BN removed two old power poles that stood in the middle of the yard where new trackage will go.

\*\*\*

The most recent round of Minnesota Historical Society grants includes three for depot restoration projects. Historic Pipestone, Inc. received \$3702 for restoration of the Rock Island depot. The City of Princeton received \$6000, and the Fulda Heritage Society received \$2623.

\*\*\*

There is another way to make charitable contributions to MTM. You can do so through the Cooperating Fund Drive at your place of employment (most public employees can). When it comes time to make a pledge at work, you can earmark a portion of it for MTM. Thanks to Marcia Diers for suggesting this.

\*\*\*

Recently discovered--Color home movies of Duluth streetcars and the incline railway. Contact Bill Graham for more info.

\*\*\*

The Lake Superior Museum's 2-8-2 #14 is the star of the recently completed movie Iron Will. It will be released this fall. More in the next issue.

\*\*\*

The Dan Patch line bridge over the Minnesota River, taken in November 1963. Consider what a rare structure this is, a swing bridge with a single, planked lane for autos. Now 80 years old, it is inactive, although the rumor mill says that the Twin Cities & Western may reopen it to reach Savage. Doug Hogdon photo.

## CHAIRMAN'S COLUMN

-John Diers

### 2nd Annual Board Planning Retreat

The MTM Board held its second annual planning retreat on December 5th. The retreats are an opportunity to take a long-term look at the future of the museum. Board members attended, along with the General Superintendents and other invited members. Ross Hammond again acted as the facilitator.

The first job was to review the museum's mission statement and revise it if necessary. The old statement had focused on preserving, restoring and operating Minnesota public transportation artifacts. The group decided that this was too "hardware" oriented. The revised mission is to preserve and communicate to the public the experience of Minnesota's surface public transportation history.

The previous year's retreat had taken place under the cloud of the Stillwater crisis, which was unresolved at that time. In fact, the Board had been so preoccupied with and burnt out from Stillwater that the retreat was used as an opportunity to talk about something else for a change. This year the Stillwater mess is largely behind us, and it was possible to relax and take a longer view of things.

The session started by listing areas of concern. Among the items discussed were:

- Continue to move toward hiring professional staff.
- Find new people to take over the technical jobs as elderly members disappear.
- Create a plan to open Jackson Street to the public.
- Find out why people become members and what they want from MTM.
- Find ways to actively involve more members.
- Build an image for the museum.
- Attract younger members and more diverse members.
- Shift the focus of the museum from inward to outward, relating more to the community as a whole.
- Stop taking ourselves so seriously

and create a sense of fun instead of work for members.

-Put together an actual fund raising program for the entire museum.

-Provide recognition programs for members.

-Create a public outreach program.

-Create a conservancy program based on guidelines from the American Association of Museums.

-Create partnerships with other historical and educational organizations.

There was a discussion of the proper structure for the Board, centering on the role of the General Superintendents and the mix of elected and appointed directors. At the end of it there was no consensus for changing the existing structure.

The discussions of problems and challenges led to the adoption of a series of action items, including:

-A committee to review the bylaws. This is mostly to clean up past inconsistencies and perhaps change the mix of Board members.

-Agreement to set basic performance standards for the divisions in the areas of safety, budgeting and money handling, and the use of the MTM identity. To date, this has led to a new requirement that all operating divisions have a safety officer and a written safety program.

-A committee to review the collection with an emphasis on weeding out unnecessary or hopeless pieces,

due to the pending loss of the arsenal.

-A committee to look at the needs for paid staff.

-A member services committee and speakers bureau. This has since blossomed into the Museum Services Division.

I am very encouraged that MTM is now taking a long term look at itself on a regular basis. It will ensure our health as an organization in the years to come.

### ISTEA

The Intermodal Surface Transportation Efficiency Act, ISTEA for short, was passed by Congress and signed into law in 1991. The legislation provides federal funding for all surface transportation programs. Its importance is far reaching and involves many interests, including the historic preservation movement. Tucked away in the law, in addition to the mechanisms for funding highways and mass transit systems, is an "enhancements" section which makes federal dollars available for a variety of preservation projects. The scope is very broad and includes such things as the acquisition and preservation of historic railroad rights of way, and historically significant buildings and structures as well as historic vehicles and transportation systems.



The price of survival. This floating Detroit restaurant poses a real dilemma for any serious preservationist. The two Milwaukee Road Skytop lounges are painted in their original color scheme, but are missing their wraparound steel tailsign/mars lights. The boat is the venerable railcar ferry Lansdowne. Built in the 1870's, it survived in steam to the 1970's, and then a few years longer as an unpowered barge. A new restaurant building has been built around the fronts of the cars in the middle of the original open deck. The crassest commercial touch is that the railings and smokestacks are painted pink. Louis Hoffman photo.

Funds are apportioned on a formula basis to each state. Similarly each state is responsible for developing procedures and guidelines for allocating these funds to various projects.

Nationally, this is an important opportunity for the museum movement. However, make no mistake. This is not a give away program. All funds must be matched. Moreover, there is, and will continue to be, tremendous competition for these limited resources.

MTM will be making three different applications for Minnesota ISTEA monies.

1. Improve the track and grounds at the Jackson Street Roundhouse so it can be opened to the public.

2. Build a new trolley line in Excelsior and restore TCRT car #1496 to operation.

3. Build a new carbarn at Como-Harriet, plus other improvements.

Also, the Board of the Osceola and St. Croix Valley Railway will be making application for Wisconsin ISTEA monies for Railroad projects

Several MTM people have worked very hard at becoming our ISTEA experts. They are: Leo Meloche, Vicki Jensen, Art Pew, Louis Hoffman and Sam Morgan. We are all in their debt for taking time to attend the many meetings and orientation sessions to learn more about this program.

As a credible, professional organization, the Museum is well positioned to compete and qualify for this funding. We can all be very proud of that.

## BOARD OF DIRECTORS

### January 1993

- Transferred control of the Minnehaha Depot to the Traction Division.

- Created a new Museum Services Division. Amended the Bylaws to create the position of General Superintendent of Museum Services, and named **Aaron Isaacs** to the position.

- Required each operating division to appoint a safety officer and have a safety plan in place.

- Created a committee to review proposed changes and corrections in the museum bylaws.

- Amended Article 4 of the bylaws to delete the requirement that the Secretary and Treasurer be elected directors and named **Louis Hoffman** as Treasurer.

### February 1993

- Approved the bylaws of the Osceola & St. Croix Valley Ry.

### March 1993

- Approved ISTEA grant applications.

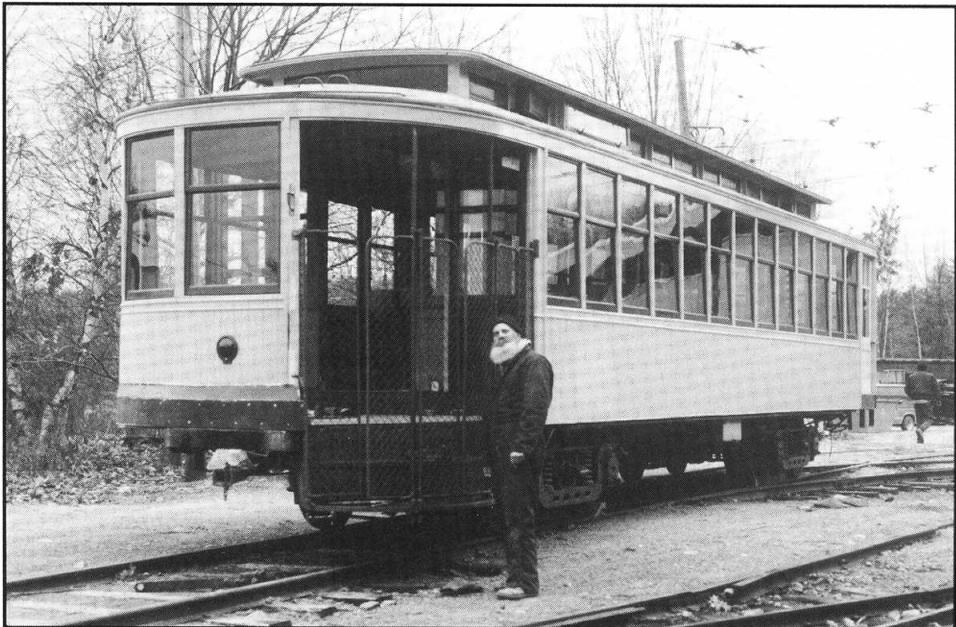
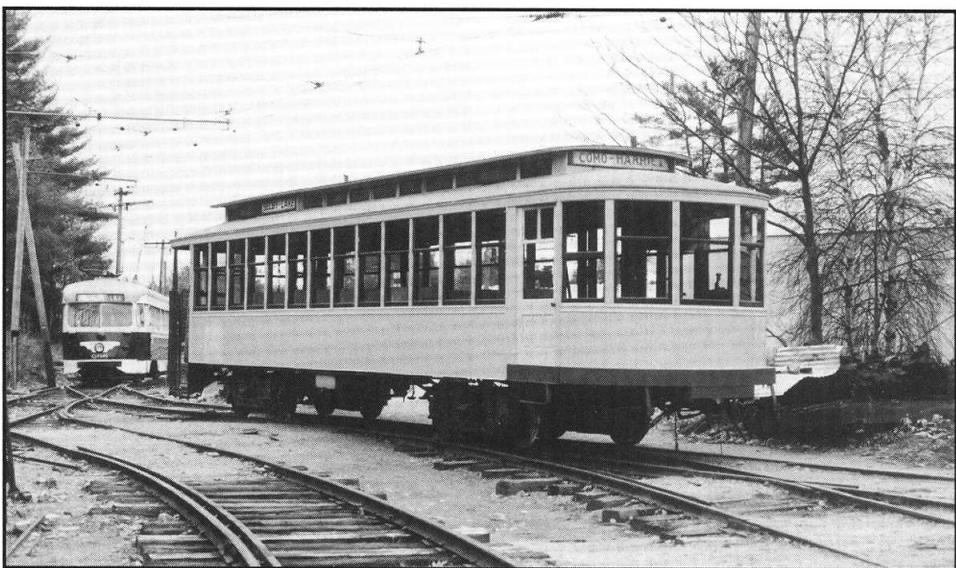
- Authorized Tom Kolar to convey an offer for the Minnesota Zephyr to purchase the Stillwater & St. Paul RR.

## TRACTION REPORT

### -Louis Hoffman

1993 season begins May 15th

Como-Harriet's 23rd year opens with the Linden Hills Neighborhood Festival on May 15 and 16, followed by operation on the weekend of May 22-23. The full daily schedule will begin on Saturday May 29th, continuing through Labor Day, September 6th. Operations will continue on Saturdays and Sundays only through October 31st. Hours of operation will be unchanged from previous years.



The rebuilding of TCRT gate car #1267 by the Seashore Trolley Museum is nearing completion. Here the car is shown on December 10, 1992, lacking only the front fender and the olive striping and lettering. Note that the folding front exit doors added in the 1920's have been replaced by a motorman's door, returning the car to its as-built configuration. Photos courtesy Douglas R. Anderson.

except that they will end at 5 PM in October only. The fare will also stay the same at 75 cents, with children under age four and members riding free.

#### Linden Hills Festival service

MTM's two buses will operate in conjunction with the streetcars, connecting the Linden Hills depot with the Linden Hills Community Center at 43rd and Xerxes.

Buses will run 1-4:30 on Saturday May 15th and 12:30-4:30 on Sunday May 16th. The fare will be 50 cents with children under age four and members riding free. A combined streetcar/bus fare of \$1.00 will be available.

The museum will also have an information booth at the Community Center on Sunday afternoon. Call Karl Jones at 924-0890 if you can help staff the booth.

#### More bus service in 1993

For many years the use of TCRT Mack #630 and GMC #1399 was limited by the high cost of insurance. It used to cost about \$500 for a single weekend. This year we have a new policy that will cover both buses for the entire year for only \$1076. Credit for this arrangement goes to MTM insurance manager Jean Inselman, agent Mike Deeble, and St. Paul Companies, our new insurer.

Under the leadership of Fred Beamish and Joel Gensler, additional service is being planned. In June, July and August, a scenic route along the lakes is being considered, with a fare in the 50 cents to \$1.00 range, and a 25 cent discount on a combined bus/streetcar ticket. More information will be available on the MTM public information line (228-0263) as things develop.

Thanks to the Linden Hills Business Association for again helping defray the cost of insurance for the neighborhood festival.

#### #78 to be displayed at depot

In a continuing effort to better interpret our exhibit to the public, #78 will be displayed on the siding by the depot. This will happen when the car is not scheduled for operation, and to the extent that volunteers are available. Mike Buck did this several



Work progresses on the PCC.

Above: Nils Halker cuts out sections of corroded sheet metal.

Below: The trucks rolled easily out from under the car. That's MTC Maintenance Manager Jan Homan in the foreground.

Opposite Page: One of the advantages of being in the MTC Overhaul Base is getting to use equipment like these portable hoists. All John Prestholdt photos.



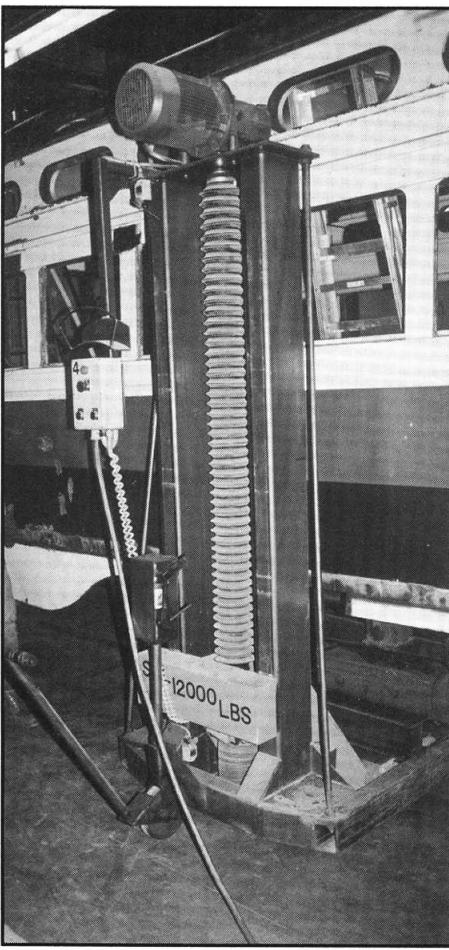
times last summer and it was well received. The car will be staffed. If you can volunteer, call Al Jensen at 421-2906.

#### Interpretive guide available

At the recent ARM convention, I was given a copy of "The Environment of the Traction Era", by Ray Crapo, its author. It is a 40-page book that originated as part of the Shore Line Trolley Museum's Operating Staff Development Program. Its purpose was

to educate volunteers on the history of the traction era, so they can pass that history on to museum visitors.

Because of the greater focus on interpretation in the Traction Division, I will be placing an order for these books for any interested member. The cost to you will be \$8.00. Please order by May 31st. Remember the new MTM address is P.O. Box 17240 Nokomis Station, Minneapolis, MN 55417-0210.



### Springtime Trackwork

Sometime in the latter part of April, Lake Harriet track crews are scheduled to replace rotted ties, replace one bent rail and tighten angle bar bolts.

About mid-June we have to dig out the last section of dirt ballast starting at the switch pile north of the William Berry Road bridge and going north to the pile of switch ties. This is about 250-275 feet. The dirt will be replaced with limestone ballast. One morning will be spent digging out the track. The following week a contractor will spread the ballast, and raise and align the track from the switch pile around the archery range curve to the ballast pile. This should eliminate the lurching on #78 and #265 over this stretch. Please call George Isaacs if you want to help with the digging.

### Maintenance hours updated

The last Minnegazette contained an incomplete count of the hours spent on streetcar maintenance and restoration. The total for the 1992

operating season was 1709. That includes work on PCC components performed at the carbarn, but not the PCC work at the Overhaul Base. Compare that to the total of 2071 operating hours. The bottom line is that it takes an hour of maintenance and restoration for every hour of operation. That's why maintenance volunteers are so sorely needed.

The top volunteers were:

Hours	Volunteer
465	Roy Harvey
275	George Isaacs
187	Loren Martin
173	Karl Jones
165	Mike Buck
133	Ray Bowen

Thanks to John Prestholdt for keeping the stats.

### PCC Update -George Isaacs

On February 27th, the body of #322 was lifted off its trucks and set on four jack stands. The crew included foremen Walt Strobel and Jan Homan, along with Ray Bowlan, Joel Gensler, Russ Olson, John Prestholdt and "Silent" George Wold.

The lift was "a piece of cake" using four synchronized electric bus hoists. With the body raised, two more sections of our snap track were laid in front of the car and both trucks were easily rolled out from under the body. They are now accessible for cleaning and motor removal.

Prior to the lift we had completed cutting out all the corroded roof sections. Cardboard patterns of every hole were made so that the metal patches can be fabricated off site.

We got a good idea as to the condition of the wiring when we disconnected the motor and brake control leads from the carboddy. The insulation dropped off the wires. Many of the wires will have to be replaced.

The PCC project can use some new volunteers to take the load off our 23 loyal workers. If you want to help, give me a call at 484-7512.

## RAILROAD REPORT

### Code classes well attended

FRA regulations require that all railroad operating personnel be certified in the uniform code of operating rules that govern all aspects of train operations and safety. As usual, Ward Gilkerson taught the classes, which were held in the training room at the MTC Overhaul Base. John Stein taught the all-day session on air brakes.

Attendance was excellent. In fact it was quite a bit larger than expected. 56 people attended. They were tested on Feb. 20th and March 11th. 42 have passed. Those who didn't will be able to repeat the test. To date, there are 9 qualified engineers, 15 qualified conductors and 18 new student brakemen.



The train has arrived at Osceola from Marine, and is waiting for the highball to Dresser. Aaron Isaacs photo.

## Schedule set for 1993

The schedule that was tested last fall worked so well that it will be repeated in 1993. Service will begin on Memorial Day weekend and run weekends and holidays through the end of October. Departure times will be the same: 11 AM and 2 PM from Osceola to Marine, and 12:45 PM and 3:45 PM from Osceola to Dresser.

Fares for the round trips to Marine and Dresser will remain the same. New this year will be fares for every other possible one-way or round trip destination, including William O'Brien State Park. Having said that, there are no plans to solicit passengers at Marine, Dresser or the State Park, but if someone wants to make the trip, we'll be ready.

A special 4th of July fireworks trip is planned from Osceola to Amery. Osceola doesn't have its own fireworks display, but Amery does. For this trip complementary or membership tickets won't be honored.

## Charters, group rates and tours

At Stillwater we learned that there is a market for groups and charters. In Osceola the arrangement will be more sophisticated. **Bob Clark** and the Dalles House restaurant have volunteered to host the phone line and book all the groups and special movements. The number is 1-(800)-643-7412.

Groups larger than 15 persons can purchase tickets on regularly scheduled trains for \$7.00 to Marine and \$4.00 to Dresser, a discount of \$1.00. This guarantees them seating together. A reserved car on a scheduled train will cost \$450. A one-car special train will cost \$600, plus \$450 for each additional car. A 50% deposit is required at least 48 hours in advance. Special trains will only run on Thursdays, plus week-ends by special arrangement.

The Dalles House already packages St. Croix valley bus tours for senior citizens and convention groups. Stillwater was never able to tap into the bus tour market, so this should be a new source of business. The price per person of \$15.00 includes lunch and a train ride to Marine. The minimum tour size is 30. As this is written reservations have already been taken for 2000 charter, group and tour passengers for the months of June and July.

## O & St. CV Ry. 1993 Fares

	One way		Round trip	
	Adult	Child/Sr.	Adult	Child/Sr.
Osceola-Marine	\$5	\$3	\$8	\$5
Osceola-Dresser	\$3	\$2	\$5	\$3
Osceola-State Park	\$5	\$3	\$8	\$5
Dresser-Marine	\$8	\$5	\$12	\$8
Dresser-State Park	\$8	\$5	\$12	\$8
State Park-Marine	\$3	\$2	\$6	\$4

Members ride free on a space available basis.

## State may supply marketing funds

**Marcia Diers** and **Vicki Jensen** attended the Wisconsin Tourism Conference in La Crosse in February. There they met personally with **Gov. Thompson** and his aides. The Governor is committed to the success of the O&StCV. He sees it as an added attraction in the northwest part of the state, which traditionally has received little marketing help from the state. It is probable that funds will be earmarked to promote tourism along the Wisconsin side of the St. Croix, and that the railroad will receive considerable free publicity. Considering that MTM spent \$20,000 a year to advertise Stillwater, this would be a major financial benefit.

## O&StCV Incorporates: Bylaws adopted

The last Minnegazette described how the O&StCV will become a separate non-profit organization that will be an umbrella for all who participate in the railroad. Since then the incorporation papers have been signed. A Board of Directors has been selected. The bylaws have been approved by the MTM and OHS Boards. By the time you read this the operating contract with MTM will probably have been negotiated.

## Cars and locomotives

### - Richard Fish

Many things have been happening at Jackson Street this winter. On Saturdays that haven't been committed to railroad rules classes and testing, an average of a dozen volunteers have been working on a variety of projects.

Several new faces have been seen on a regular basis. **Ken Beck**, who had previously been active at the Lake Superior Museum of Transportation joins us with a wealth of railroad

knowledge he acquired while working on the Milwaukee Road and later the Soo Line. **Dick Tubbesing** and **Ralph Peterson** stopped down after the first rules class and have been around since. **Dan Lofgren** has been making the trip down from Osceola and his help

is appreciated. **Mike Alfeby** has been a regular participant since the fall. Having young people like Mike involved gives us hope for the future.

Rock Island coach #2604 is progressing. **Ken Beck** has removed the brake rigging so it can be rebuilt, and has also rebuilt the slack adjuster with help from others. **Wes Barris** is heading up the project to replace all the lexan window glazing with glass. His crew includes **Art Nettis**, **Ralph Peterson**, **Dick Tubbesing**, **Dan Fortin** and others. Still to be done are seat cushion replacement, diaphragm installation and wheel replacement. **Burt Foster** is looking for light shades to dress up the interior.

Rock Island coach #2608 is outside waiting for better weather so a few improvements can be made. We are planning to install new decking in the vestibules, install diaphragms, remount the steps, do the CO&TS brake service and repaint the interior if time permits.

**Paul Dalleska** is heading up the restoration of baggage car #265 and work is progressing. **Mort Jorgensen**, **Perry Carlson**, **Richard Kasseth**, **Steve Collin** and **Harold Ellingson** are among the many who have helped. They have removed the top layer of flooring so far. It is hoped this car will be ready for use in Osceola by mid-summer.

Great Northern business car #A-11 is scheduled for renovation and will be used in first class service and for special events. **Vicki Jensen**, **Marcia Diers** and **Carol Fish** have been working on an interior design. Vicki has put together a financial proposal for the renovation. **Dave Craig** started the CO&TS service last fall by repacking the brake cylinders. **George Bergh** was able to get the electrical generator working again. It is planned to move the car to Osceola in late May, where a separate crew will continue the renovation.



**The crew hoists the "topping out" pine tree to signal the completion of hull reframing (reribbing). In the bow from left to right are Ted Scarlett, Bob Mueller, Cliff Brandhorst, Stan Straley, Harley Jones, Bob Hullsieck and Pete Wier. Leo Meloche photo.**

Diesel #105, otherwise known as "Larry's engine", has been getting steady attention. Regular help from Paul Spyhalski has kept this project moving nicely (although Larry is still hyper about it). Bill Bruce, Dick Tubbesing, George Bergh, Mike Hanson and Mark Dullinger have been regular helpers. Shorty Manley from the Soo-waukee (CP Rail) has completed the inspection and electrical trouble shooting. Unfortunately, he found a bad traction motor on one axle and this will have to be sent out for replacement. A special thanks to Fred Harvey, also of CP Rail, for assisting with this project.

Steam engine #328 is progressing under the direction of Ward Gilkerson and Keith Skeivik, although much still needs to be done. The FRA boiler inspection is complete and Gary Bensman's crew from the 261 restoration has been doing welding on the boiler. Other members who have helped include Bill Bruce, Dave Redding, Noel Petit and Ben Coifman when he's home from school in California.

Other projects are planned for this summer. The restoration of Missabe coach #30 will begin. Its interior has been stripped for work train service and must be completely rebuilt.

## STEAMBOAT REPORT

### Important planning meeting held

A planning meeting was held on January 7th to address a wide variety of restoration issues and to begin discussing operations. As you read through the different topics, note the changes and compromises that are dictated by modern environmental and safety regulations, or are necessary for the long term preservation of the boat.

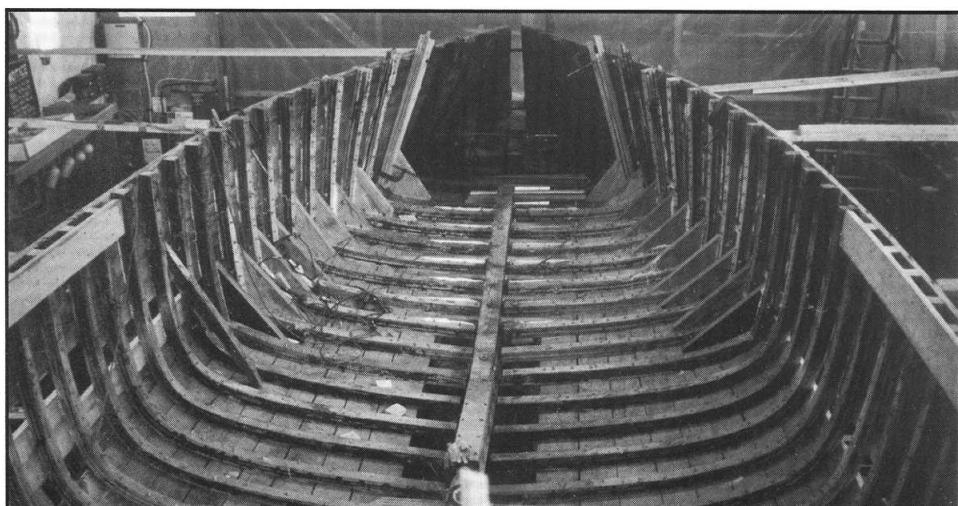
### Capacity:

The Minnehaha's original capacity was 135 passengers. The Sheriff's Water Patrol will be responsible for setting the passenger capacity limit. There will be a total and an upper deck limit. The decision will be made after the boat is in the water. In the meantime, Steve Scheftel's design plans for 103 passengers with an average weight of 160 pounds, and a maximum of 140 passengers. The design standard is that the boat not tip over even if all passengers move to one side.

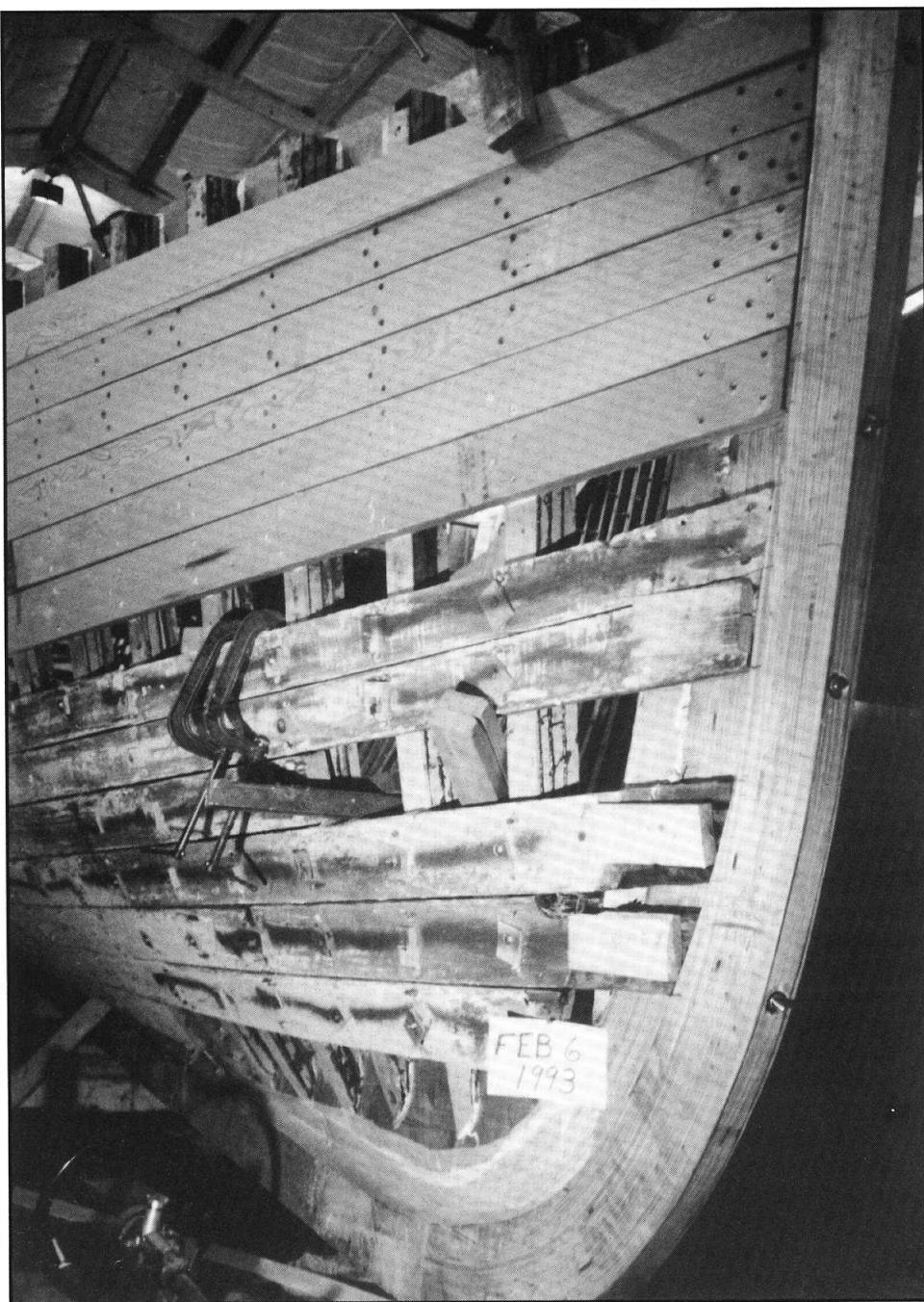
There will be four watertight bulkheads and five watertight compartments. Any two compartments can be flooded without sinking. The displacement with fluids and no passengers is 76,300 pounds.

### Slope of the keel:

The Minnehaha was built with the keel down at the stern nine inches relative to the stem. The consensus was to maintain that slope from stern to stem. The boat will be jacked up on the trailer to duplicate its attitude in



**The nearly completed stern framing. Note the use of "knees" to strengthen the cut frames in the torpedo stern. Leo Meloche photo.**



**Replanking of the hull is now underway under the direction of Bob Bolles.**  
**Leo Meloche photo.**

still water, so additions can be built level and plumb.

#### **Bridge clearances and channel depths:**

The Minnehaha draws five and a half feet of water. Most operations will be restricted to locations with nine foot channels. A goal is to travel to all parts of the lake, even those that never had streetcar boat service. One tight spot is the Arcola bridge leading to Crystal Bay. It has a clearance of 15 feet. The solution is to have a

smokestack that telescopes, which the original did not have. Also, the rebuilt boat will have no canopy, as originally built. They were added in 1911.

#### **Use of vinegar vat wood:**

Phil Kotoski said the wood was okay to use for planking or structural pieces with some consideration for drying. It can be laminated for use as engine support beams. It should not be used for stanchions or window guides. Because vinegar is a natural preservative, a coat of epoxy will seal it.

#### **Propulsion system:**

When the Minnehaha was launched, no one paid much attention to water quality. Fortunately, boiler water is an area where no change is necessary. An analysis by the Fresh Water Biological Institute indicated that lake water can be used for the boiler. It is okay to put blow-down water back in the lake since any contamination would have come from the lake originally.

The original boiler was coal fired and is long gone. Coal has been rejected in favor of oil for pollution reasons. A new oil-fired boiler has been ordered from Cleaver-Brooks of Milwaukee. It is rated at 59 horsepower, very close to the original. Not surprisingly, there have been a few advances in boiler technology since 1906, so it will be somewhat smaller. Boiler pressure will be 150 pounds per square inch, compared to the original boiler's 250 psi. A September 1st delivery date has been requested. Cleaver-Brooks has agreed to paint the boiler "machinery green" instead of their usual blue. Warranty startup will be delayed until the boat is launched.

#### **Generator:**

The Minnehaha had a steam turbine which drove a DC generator to power the boat's lights. The restored boat will have a diesel generator. Besides the lights, the generator will power a pump that sends a jet of oil into the firebox. If the generator shuts down, the flow of fuel is interrupted and the engine dies. Unfortunately, the generator is expected to be considerably louder than the steam engine. To minimize its distracting and historically incorrect noise, it will be enclosed in an acoustical box.

Instead of a coal bunker, there will be a 250-300 gallon oil tank near the boiler and a 600 gallon reserve tank forward. The placement of the tanks is designed to distribute their weight properly.

Fuel consumption is estimated to be 25 gallons per hour plus 2-3 for the generator set.

#### **Propeller:**

The pitch of the original propeller was 80 inches, meaning that the boat would travel forward 80 inches for each screw rotation. The decision has

been made to make the new one 58 inches. Backing will be easier because of less side throw, the sideways movement of water that tends to shove the stern away from the dock. The prop material can be anything, depending on the amount of money available. No decision has been made yet. The rebuilt boat will cruise at ten knots, whereas the original Minnehaha made 12-14 knots, depending on which source one believes.

#### Anchors:

The streetcar boats had a single anchor carried prominently on the bow. The restoration will have an original anchor on the bow for show, but it will not be used. Nowadays two anchors are required for a commercial boat of this size. Both will be a modern collapsible type, kept hidden below deck.

#### Bow thrusters:

Bow thrusters are used to maneuver the bow when docking. These boats never had bow thrusters, and they paid a price in impact damage. After earlier having decided to do without, the consensus changed and there will now be thrusters. Located below the waterline, they won't be easily detectable.

#### Railings:

The county's safety code for commercial boats requires a 42 inch high railing with a minimum of 12 inches between railings. As an added safety feature, there be a woven rope mesh between the rails. There should also be railings around the engine.

#### Toilets:

There will be two, in the original stern locations and perhaps using the original porcelain fixtures. Here is a good example of the effect of modern regulations. Whereas waste used to be discharged directly into the lake, there will now be waste holding tanks.

#### Handicapped access:

The boat will not be accessible, because the design will not permit it.

#### Pump:

There will be one pump, plumbed to each compartment. It will serve as both a wash down and fire pump.

#### Life preservers:

Type 1 preservers must be distributed reasonably around the boat.

They can be put under seats. Normally 10% must be children's sizes. More will be needed if loads of children are carried.

#### The restoration continues

As the pictures show, the reribbing has been completed, and the stem, keel and stern are in place. The replanking of the hull is the next major project, and it is about 25% done. The original hull planks are being saved where possible, and are being replaced with vinegar vat wood as needed.

There are two primary causes of plank damage. The first is the impact the boats took when docking. The bow, and the chines, the portion of the torpedo stern that sticks out beyond the gunnels and struck the dock first, show the most damage. The second culprit was exposure to open air, which subjected the planks to a cycle of drying and getting wet, plus changes in temperature. The part of the boat above the waterline seems in worse shape than the bottom, because it spent less time submerged.

**Bob Dumas** is fabricating stanchions, the first step in rebuilding the cabin, which was removed before it was sunk. Stanchions on 36 inch centers are the main support for the second deck and are the housings for the windows. Portions about three feet long still exist below the gunnels, where they were cut off, and these are being used as patterns.

Engine & boiler stringers have been delivered. The four timbers are 6x8 inches and 27 feet long. Installation will be underway by the time you read this.

#### Second fundraiser on May 21st

Last fall's fundraiser was such a success that another has been scheduled. It will be held at the Lafayette Club on Monday May 21st. A silent auction of numerous items donated by businesses and individuals will begin at 6 PM. Dinner will be served at 8 PM followed by entertainment at 9 and a live auction at 9:30. **Roger Erickson** of WCCO Radio will be the Master of Ceremonies. **Paul Webster** has donated the use of a calliope which was used to open MGM theatres. It will be outside from 6-7 PM. Just like last year, the fundraiser promises to be lots of fun. To sign up, fill out and return the enclosed sheet.

#### ISTEA application made for Excelsior trolley line

**Leo Meloche** has filed an application for funds to build the Excelsior trolley line on the Hennepin County (ex-M&StL) right of way from Water Street to the old streetcar boat dock area and to restore car #1496 to operation. The value of the grant would be \$250,000. MTM's match of \$110,000 will consist of various donated materials and in-kind services.

#### ARM CONVENTION (CONT.)

-Mike Buck

This report describes the two remaining seminars that weren't covered in the last Minnegazette. The first was "Theory of Collections Managements", conducted by **Wayne Wakefield** of the National Museum of American History. It centered on efficient methods for documenting an organization's collection of artifacts. He described the "optimum" situation of an organization with a professionally trained staff person who systematically brings order to the collection.

MTM doesn't have that luxury. Even so, the important first steps are locating, acquiring, housing and protecting what we already have. Most crucial, the presenter reinforced the premise that museums must establish a written (and adhered to) collection/ acquisition/ cataloguing/ disposition policy.

"Organizing Bits into an Exhibit" was presented by **Anna Slafer** of the National Building Museum. She highlighted tips for organizing and displaying exhibits in an interpretive and arresting manner. The intent of any display is to encourage the visitor to linger and become involved. Of particular significance to this attendee was her advice to keep display text to a minimum. She said that this would more effectively cause the visitor to "linger and relate", or to "pause and wonder". Where possible, working artifacts provide hands-on opportunities for the visitor. I'm happy to say that we are already applying some of these techniques at the Linden Hills depot.

## NEW MUSEUM SERVICES DIVISION UP & RUNNING

At its January meeting the Board amended the bylaws to create a new Division of Museum Services and to create a new General Superintendent's position to head it. **Aaron Isaacs** was named to fill the position.

The purpose of museum services is to handle all the activities that don't fit comfortably into the four operating divisions. These include:

- General museum publications, including the Minnegazette, Microgazette, membership directory, future books and the MTM video.

- Member services, including the Membership Secretary, membership meetings and other museum-wide events.

- A speakers bureau and other community outreach activities.

- Museum archives and scholarly research.

- Off site retail sales, such as railroad flea markets.

- General publicity and PR including a membership recruitment policy.

It should be stressed that Museum Services will not replace any of the other divisions' specialized marketing, outreach or publication activities.

An organizational meeting was held in January. Attending were **Dick Fish, Barb Paul, John Walker, John Diers, Jan Edstrom, Mike E. Miller and Aaron Isaacs**. They agreed on the division's scope of activities and set some priorities.

**Mike E. Miller** has volunteered to head the oral history project. He has since attended a seminar on oral history put on by the Minnesota Historical Society. The membership survey identified several members who want to gather the histories, plus a number of people who will be the subjects of interviews. If you are interested in the project, contact Mike.

The first ever member survey was mailed with the winter Minnegazette. The survey has three purposes: to gather members' opinions, establish a profile of member interests and to create a data base of member skills and resources. Most members have not responded. We still need your completed surveys to build the data base. If you would prefer to do the survey over the phone, please call Aaron.

**John Walker** had a great idea, that there should be a New Member Reception. Its purpose would be to introduce new members to the museum, and to recruit them (if they're willing) to volunteer for museum projects. **Jean Inselman** has volunteered to coordinate the reception. It is tentatively scheduled for May 16th at the Linden Hills carbarn.

The member survey showed support for having fewer membership meetings, provided that the remaining ones are more informative, with speakers, panel discussions or other activities designed to inform and entertain members. The missing ingredient so far is a meeting program coordinator. Please call Aaron if you're interested.

The annual picnic will come under Museum Services. The goal is to make it more of a museum-wide event, and to move it around among the sites.

**John Walker** has drafted a plan for publicizing and creating an image for the museum itself. The public tends to know us through our operating exhibits, but doesn't know there is a museum behind them.

To get that recognition, we need to establish MTM as a legitimate member of the local historic preservation community. We want to be associated with such established organizations as the Minnesota Historical Society, county historical societies, the Lake Superior Museum of Transportation and the National Trust for Historic Preservation. The first steps toward this goal are to distribute the Minnegazette more widely, and to invite the prominent members of established history organizations to attend MTM functions.

As Museum Services continues to unfold, there will be further updates in the Minnegazette.

## MTM MEMBER SURVEY

The first ever MTM Member Survey was sent out with the last Minnegazette. It is the first product of the recently created Museum Services Division. The purpose of the survey is to create a database of the interests and skills of our members, and to ask members' opinions on issues facing the museum.

About 750 surveys were mailed. So far, 168 have been returned. If you haven't sent yours in, better late than

never. We still want to hear from you. Here are the trends so far.

The average member has been one for about seven years, and 34% have been members for ten or more years. The average member is over 40 years old, and 512% are over age 50.

The most common reason for being a member is an interest in trains (91%), followed by an interest in trolleys (76%) and to receive the Minnegazette (76%). Even though the steamboat is a recent addition to the museum, 37% expressed an interest in boats. The average respondent checked five different reasons for being a member.

MTM generally received high marks for the quality of its, operations, maintenance and management, plus (we blush) the Minnegazette. While most members rated the railroad and streetcar operations and the Minnegazette, fewer than one third expressed an opinion about Railroad and Traction Division morale or the steamboat restoration. Fewer than half had an opinion about museum management or activities for members.

Member opinions were asked on a series of policy questions facing the Board. Again there was a large number of "no opinions". This was particularly true of new members.

Members supported the opening of Jackson Street Roundhouse to the public, but only after cleaning up the place and making improvements. There was support for a streetcar line in Excelsior, for selling the Stillwater & St. Paul RR, for raising the family membership dues, for having fewer but better membership meetings, for hiring a General Manager and for restricting the collection to local pieces.

The survey is already being used to put project managers together with interested and qualified members. The complete results follow.

### Survey Results

**If you are a new member (within the past two years), how did you hear about MTM?**

10%	Rode the train
29%	Rode the trolley
8%	Read a newspaper story or ad
2%	Visited the boat building
7%	Read a Minnegazette
15%	By word of mouth
29%	Other

**How long have you been an MTM member?**

7% Less than one year  
 32% 1-5 years  
 27% 5-10 years  
 26% 10-20 years  
 8% Over 20 years

**What is your age?**

1% Under 18  
 7% 18-30  
 17% 31-40  
 24% 41-50  
 25% 51-65  
 26% Over 65

**Please check ALL the reasons why you are a member.**

91% I like railroads.  
 76% I like streetcars.  
 37% I like boats.  
 52% I like steam powered vehicles.  
 72% I like history in general.  
 19% My children like trains, trolleys or boats.  
 76% To receive the Minnegazette.  
 12% The membership meetings and annual picnic.  
 31% I like to work on restorations.  
 27% I want to run trains.  
 28% I want to run trolleys.  
 7% I want to run the steamboat when it is complete.  
 17% I am/was a railroader.  
 23% I am related to someone who is/was a railroader.  
 1% I am/was in a marine related business.  
 1% I am related to someone who is/was in a marine related business.

**Have you ever volunteered to work on a museum project?**

55% Yes 45% No

**In which areas would you like to become active? Check as many as you want.**

22% Osceola railroad maintenance and restoration.  
 34% Osceola railroad operations.  
 16% Traction maintenance and restoration.  
 23% Traction operations.  
 4% Steamboat maintenance and restoration.  
 15% Jackson Street Roundhouse renovation.  
 7% Staff the Minnehaha Depot.  
 10% Museum publications and historic research.  
 4% Oral history project.  
 9% Helping with Membership meetings, annual picnic and other member events.

10% Museum archives.  
 4% Off-site retail sales of museum items at flea markets, community festivals.  
 9% Speakers bureau.  
 3% Grant writing and fund raising.  
 3% Marketing and public relations.  
 7% Museum management (serve on Board of Directors)  
 18% Don't want to be active at this time.  
 11% Can't be active at this time

**Are you a member of any of the following organizations?**

14% NRHS  
 4% R&LHS  
 9% Soo Line Historical Society  
 6% C&NW Historical Society  
 10% NP Historical Society  
 6% GN Historical Society  
 4% Milwaukee Road Historical Society  
 10% Lake Superior Museum of Transportation  
 4% Mid-Continent Ry. Museum  
 21% Minnesota Historical Society  
 7% Osceola Historical Society  
 17% Other county or local historical societies.  
 2% Other marine groups.  
 11% NMRA  
 11% Other model railroad group.  
 — A threshing/ antique tractor group.  
 3% A live steam group.  
 7% National Trust for Historic Preservation

**Do you have historic (pre-1970) Minnesota train, trolley or boat photos that you would allow to be published in the Minnegazette?**

19% Yes

**Are you currently storing any MTM property at your home?**

7% Yes

**Please rate the museum in the following areas on a scale from 1 to 5, with 1 being "Excellent" and 5 being "Poor". Leave blank if you have no opinion.**

**Avg. Score**

1.92 Quality of railroad equipment restoration.  
 1.44 Quality of railroad operations.  
 1.92 Morale within the Railroad Division.  
 1.09 Quality of streetcar restoration.  
 1.15 Quality of streetcar operations.  
 1.38 Morale within the Traction Division.

1.38 Quality of steamboat restoration.  
 1.59 Morale within the Steamboat Division.  
 1.33 The Minnegazette\Microgazette as sources of museum news.  
 1.28 The Minnegazette as a source of historic information.  
 1.73 Quality of overall museum management.  
 2.09 Museum activities for members.

**Here are some issues confronting the Board of Directors. Please give your opinion.**

**Should Jackson Street Roundhouse be opened to the public?**

79% Yes 21% No

**What improvements are needed before Jackson Street can be opened to the public? Check any that apply.**

53% Renovate the roundhouse building.  
 54% Install the turntable and bring tracks into the roundhouse.  
 34% Wait for the industrial tenants to leave.  
 40% Remove all stored materials and equipment from public view.  
 52% Create a formal parking lot.  
 24% Heat the pole building.  
 11% None, Jackson Street could be opened as it is.

**Should a separate streetcar line be built in Excelsior?**

49% Yes 8% No 44% No opinion

**Should the Stillwater & St. Paul Railroad be sold?**

44% Yes 17% No 39% No opinion

**Should family memberships be raised to \$35.00?**

37% Yes 18% No 45% No opinion

**Should membership meetings be held less often, but feature more ambitious programs with guest speakers and other activities?**

29% Yes 15% No 56% No opinion

**Should the museum hire a paid General Manager?**

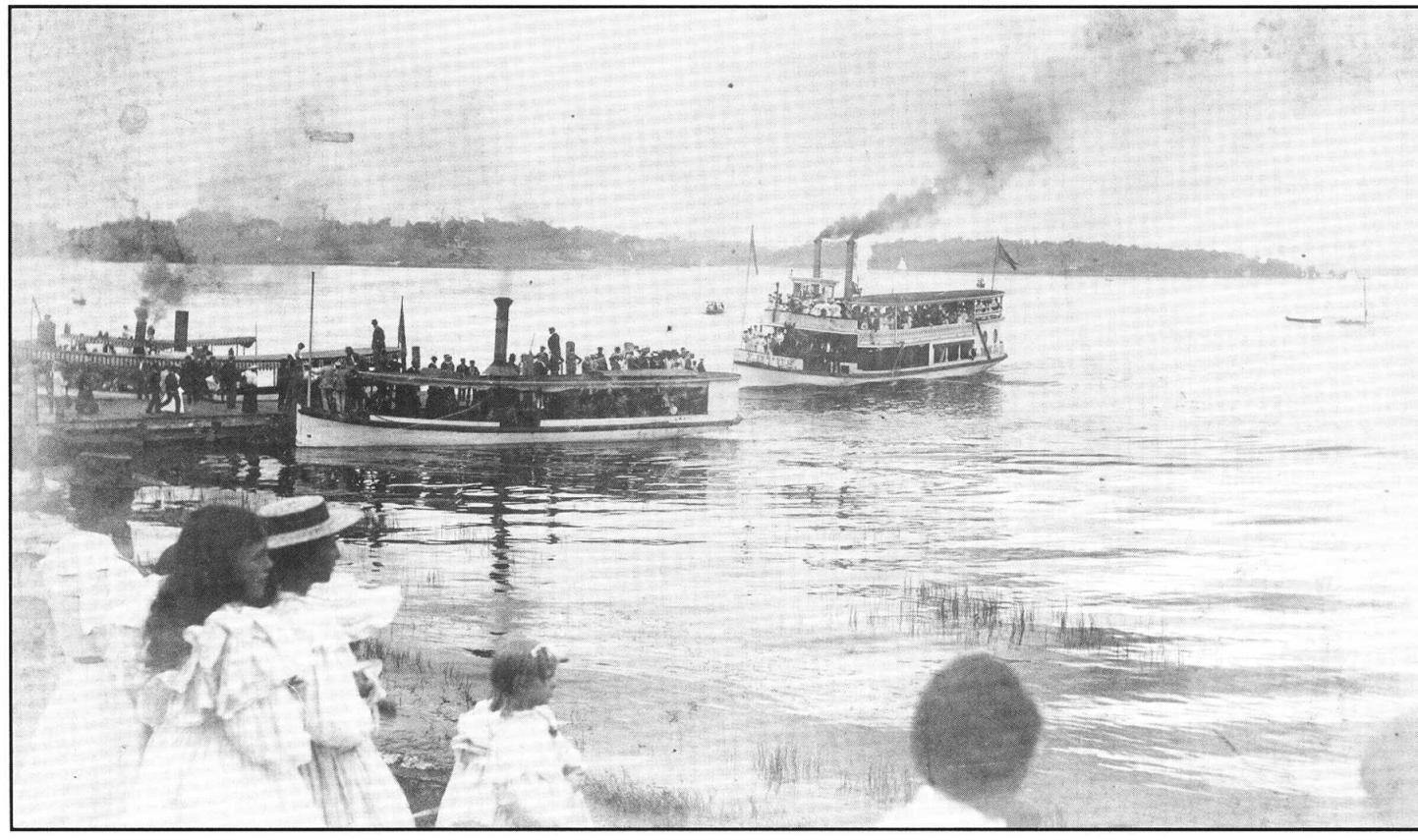
39% Yes 13% No 48% No opinion

**Should the MTM collection include historic rail and marine vehicles not from Minnesota or a nearby state?**

41% Yes 59% No



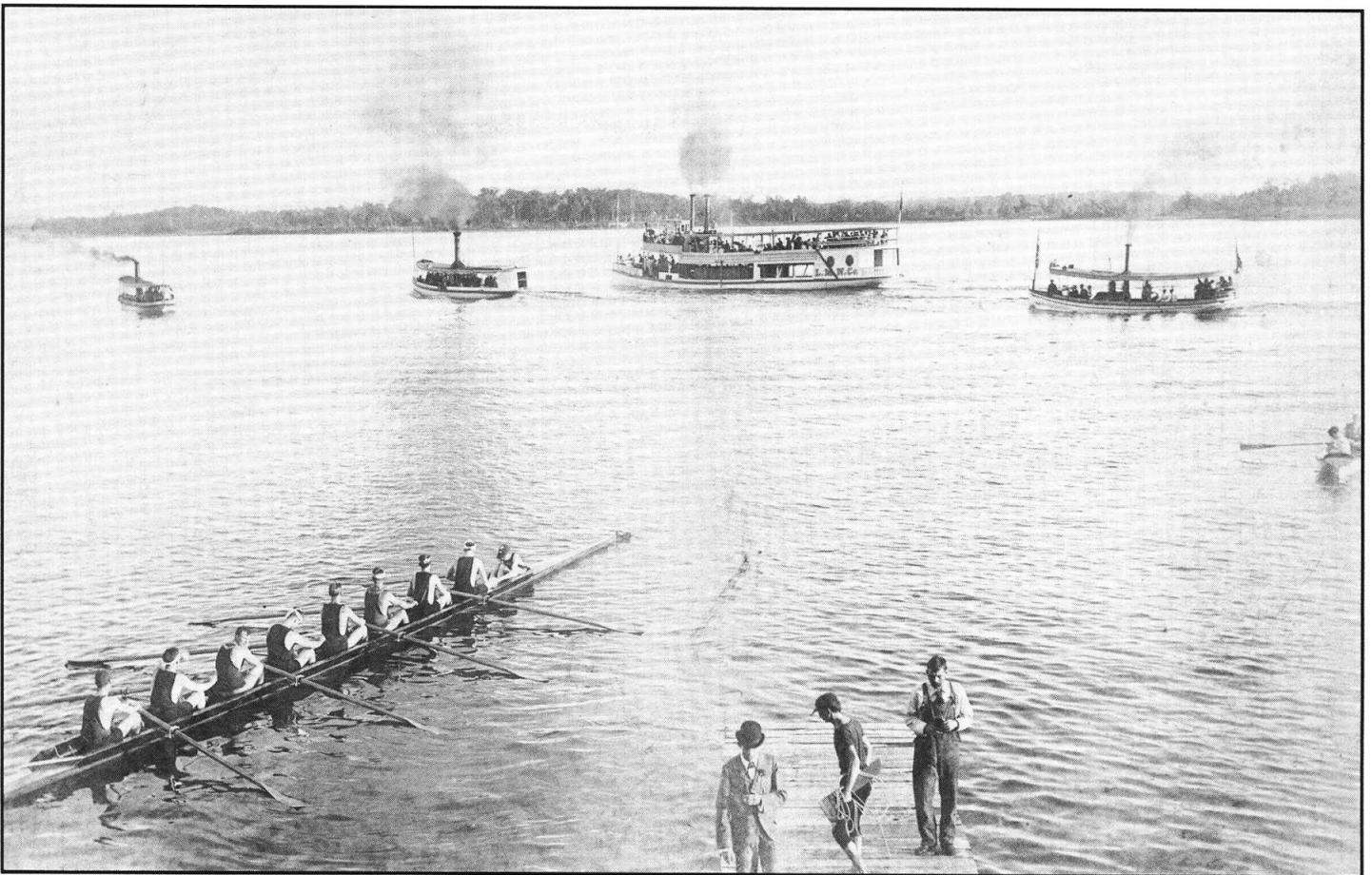
## VICTORIAN PLEASURES AT MINNETONKA BEACH

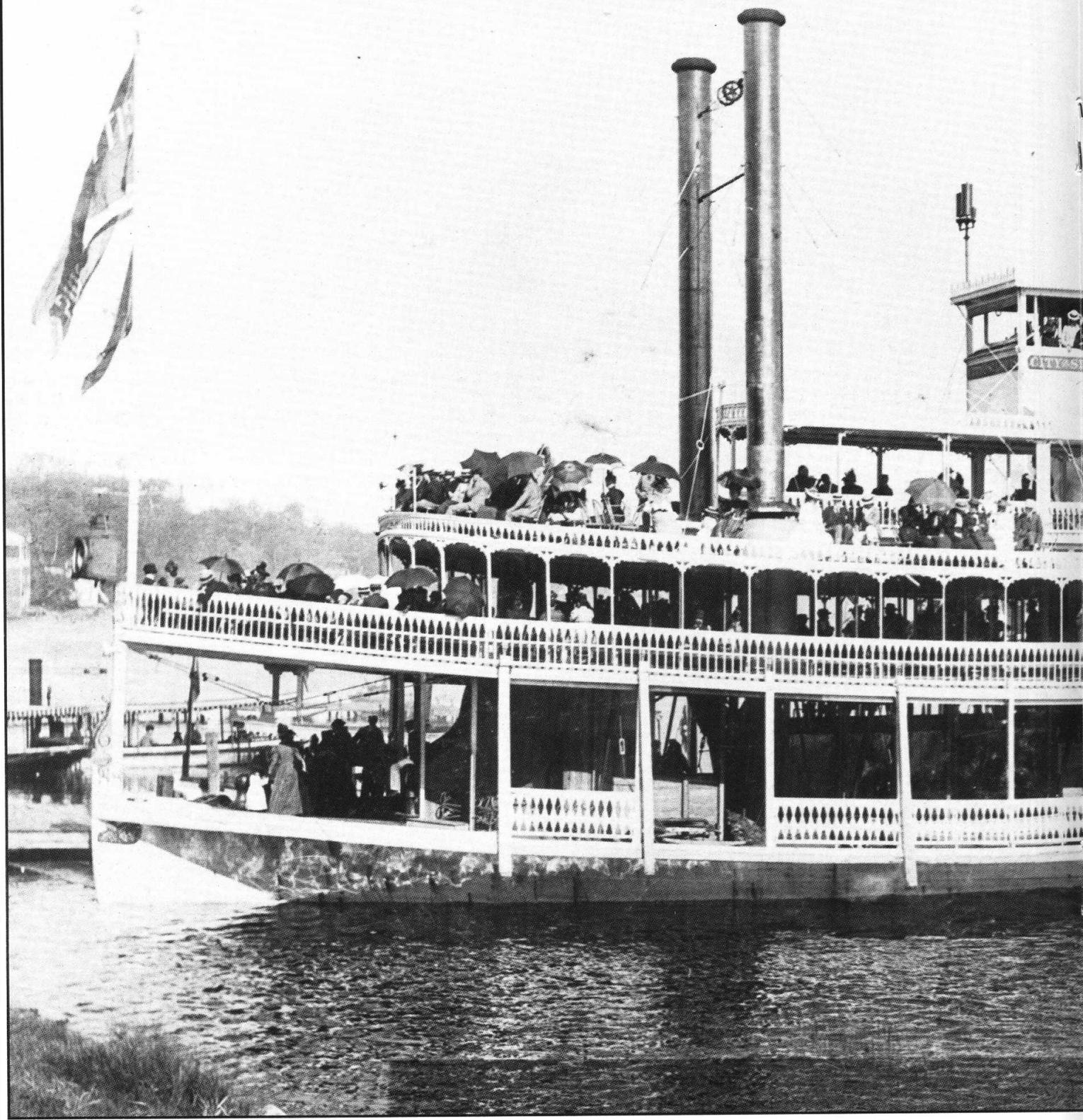




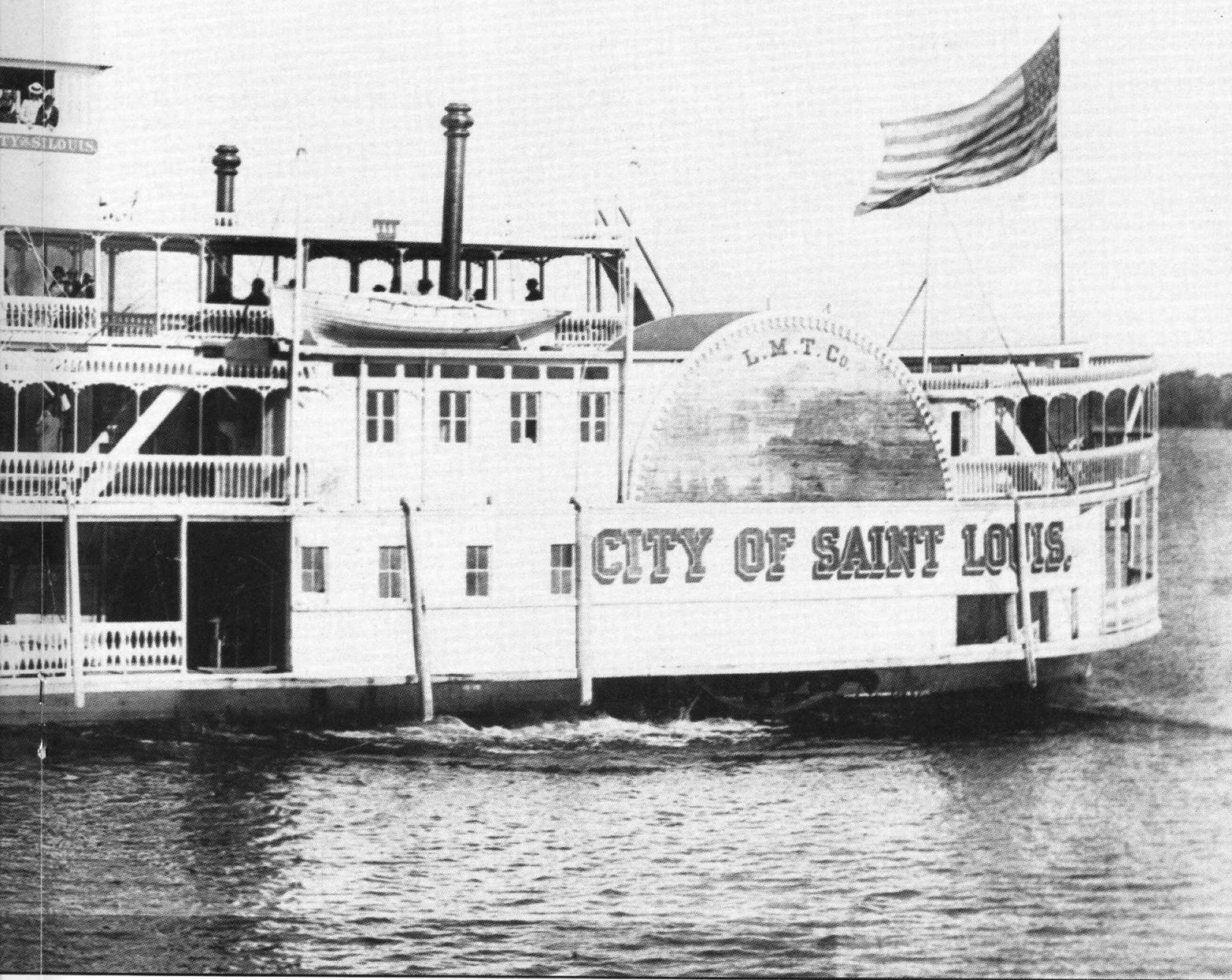
The 1880's were the golden era of steamboating on Lake Minnetonka. The lake attracted tourists from all over, especially the south, to stay at its verandaed resort hotels and cottages. There were many private steam launches, plus the big excursion boats of the Lake Minnetonka Navigation Co. These pictures, plus the overleaf, appear to have been taken on the same day at Minnetonka Beach. They capture the gentle and proper style of leisure in the Victorian age.

Top left: Waiting for the boat to arrive. Bottom left: The LMN's 90-foot steamboat *Lotus* arrives. It sailed Minnetonka from 1881 to 1897. Above: Steam launches gather. Note the coal bin. Below: The *Lotus* sails away. C.A. Peterson photos, Minnesota Historical Society collection.





The 160-foot City of St. Louis was the second largest boat ever to sail on the lake. Its hull was built in Jeffersonville, IN and shipped water, even when loaded to its 1000 passenger capacity. It is noteworthy for being the first inland boat equipped with electricity. It rem



opped to Wayzata, where the superstructure was added. It was launched in 1881. Built to riverboat specifications, it drew only 16 inches of remained in service until 1898. C.A. Peterson photo, Minnesota Historical Society collection.

## NORTH STAR RAIL HOLDS OPEN HOUSE

North Star Rail, the company that is rebuilding Milwaukee Road 4-8-4 #261, held an open house at the General Electric Co. shop in north Minneapolis on February 27th. It was a chance to view the progress and hear about plans for running the engine.

Currently only the engine is indoors. The tender and tool car are parked outside. The cab has been removed and will be reinstalled soon. The pilot and trailing trucks have been removed and the wheels turned. North Star General Manager Steve Sandberg commented that the boiler was in good shape, but the running gear was pretty worn out.

The boiler and firebox have been inspected and tested by Moorehead Boiler, Diversified Rail Services and the FRA. The rear flue sheet has received a patch. Proof of the boiler's good condition is that only 150 of the 3800 staybolts have needed replacement. The flues have been reinstalled. Generally the project is on schedule, with steam up expected later this year.

North Star Rail is looking for items that have been lost from the engine over the years. If any reader has builders and trust plates, tools, gauges or other parts that would be appropriate for this engine, they can be donated to the Friends of the 261, the non-profit support group for the locomotive. Donations are tax deductible.

Although the 261 rebuild is not formally connected to MTM, a number of museum members are part of it. Most prominent are Steve, Frank and Judy Sandberg. In addition, members Paul Dalleska, Dave Redding, Ben Coifman, John Peters and Mike Schaefer are employed by North Star Rail.

At this time there are no trips scheduled, but North Star is talking to a number of railroads and reports they are generally receptive. The company has compiled a data base of about 150 passenger coaches that might be available for either lease or purchase. Of these, half meet their standards for condition and onboard systems. They have even looked at buying new coaches. No decision has yet been made on whether to purchase or lease coaches.

## UP IN THE TOWER

-Bill Marshall

Editor's note: This article isn't about Minnesota, but Bill's experiences in the tower were universal.

Tower RD stood at the end of double track at Harvard, IL, 63 miles northwest of the C&NW's Chicago station. Here the line split, with separate single track routes to Beloit and Janesville, thence to Madison, WI.

The tower controlled two derails, seven switches, one movable point frog, five dwarf signals, two call-on signals and four high signals. To accomplish this, a score of 1 1/2 inch pipes ran from the tower to the controlled apparatus. These pipes ran horizontally from an opening in the base of the tower, beneath a board walk, and under the rails to a series of cranks connecting them to pipes paralleling the tracks. To minimize friction, the pipes rolled passed over rollers every ten feet or so. At many locations, I noticed that pipes were connected to a weird combination of cranks that looked something like a stretched-out letter W. I later learned this was to compensate for temperature fluctuations. The interlocking must work in frigid winter blizzards as efficiently as in the searing summer

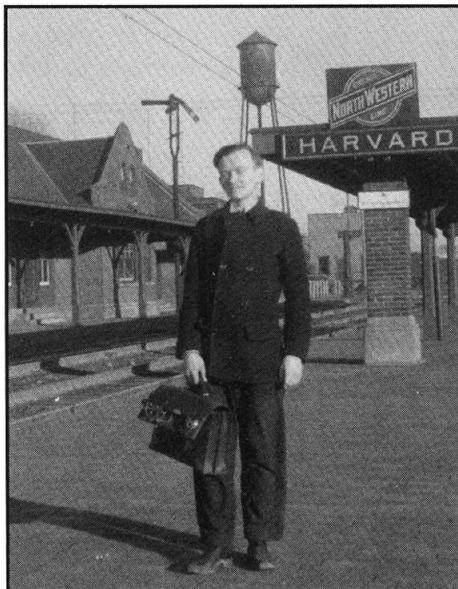
heat. Dwarf signals, however, were actuated by pull wires rather than pipes.

One evening shortly after entering high school, I mustered up the courage to invite myself into the inner sanctum of Tower RD. Climbing the stairs, I was met at the doorway by a tall man of medium build who looked like the Duke of Windsor. With a fatherly greeting, he invited me into the tower. He introduced himself as **Ferd (Ferdinand) Gulker**. I later learned he was a 33-railroad boomer who looked on home guards as less than experts. He taught me Morse telegraphy and introduced me to cadre of Harvard operators who made me their apprentice.

Ferd told me of boomer stories and tricks such as how to sleep on the job without getting into trouble. Two favorites were: a) insert a car seal into a nearby rail joint. After awakening from a snooze, you could tell if a train had passed and in which direction. b) Tie a string across the track into the telegraph office and attach it to an object in the office that would make a lot of noise when the train broke the string and it fell to the floor. (Don't use too strong a string, however.) I found that holding a railroad spike between my thumb and finger was the best technique. When I drowsed off, the spike clunked to the floor and woke me up. Ferd's most important advice on sleep, however, was that if you were not sure a train had passed, admit to the dispatcher that you were asleep, rather than risk an accident.

While teaching me how to run the tower, Ferd reminded me, "The whole railroad is yours. You have control over whether trains pass or stop. Be positive that you give them the signal to proceed only if it is safe. When you line up for a train, check the line-up, check it again, and then walk away from the signal lever to avoid an impulse which could cause you to erroneously pull the board in the face of an oncoming train."

I overlooked that advice at Clinton Junction one time, pulling the Milwaukee Road order board in the face of an eastbound freight. My alibi was that the C&NW order boards were better marked than the Milwaukee ones. The engineer gave me a much deserved tongue lashing, but accepted my clearance dated the



Extra board telegrapher Bill Marshall with his telegraph code practice set at Harvard, IL in 1942.  
Bill Marshall collection.

day before (another Marshall goof-up). The grouchy old dispatcher surprised me with the response, "That's happened to the best of us."

Ferd was noted for his artistic handwriting of train orders. This kid tried to copy him. A conductor once told me that my writing was the best he had seen.

Train orders and contact with the dispatcher were handled at the Harvard depot, rather than at Tower RD. With no orders to give, Ferd had the time to give me comprehensive instructions on various intricacies of the rules and would let me run the tower on my own. In turn, I helped him prepare for his dispatcher's rules exam by seeing if he had correctly memorized the manual block rules. A few years later, when I was in the Navy, Ferd died of a heart attack while dispatching Wabash trains at Montpelier, OH.

The windows of Tower RD afforded an excellent view in all directions. There was a score of levers, shoulder high for this kid. To move a lever, one first had to pull a heavy cast iron latch about 18 inches long. This unlocked the lever so it could be pulled or pushed. The latches were interlocked (hence the name "interlocking") so they could not be actuated in conflict with one another to create an unsafe situation. Ferd explained that red levers were for signals, black levers were for switches or derails, blue levers were for facing point switch locking mechanisms, and half-black, half-blue levers were for trailing point switch and lock mechanisms. Above the levers was a well varnished wooden case with glass windows, containing half a dozen miniature red semaphore arms, each with a six inch white disk as a background. The indicators showed which tracks were occupied.

Above this wooden case was a track diagram showing locations of switches, derails and signals, numbered corresponding to the numbers on the levers that actuated them. At each side of the wooden case were "time releases" for the signals. They looked somewhat like a utility watt-hour meter except that each had a knob protruding from it. If the tower operator cleared a signal and found it necessary to "pull the board" in the face of an approaching

train or a train stopped on the approach section, no switch or derail could be unlatched to be pulled until two minutes had expired. To start the two minute mechanical timer, one had to turn the knob on the time release a few degrees. When the time expired, the mechanism had to be rewound, then the latches of the switch and derail levers could be released for normal operations.

Little did I know during that first visit that I would be the towerman four years later. I hired out four weeks after my 18th birthday and "broke in" at several other towers. The best way to describe working at Tower RD is to recount some of the train movements I saw there.

My favorite was the near miss head-on collision. Two trains would rush toward each other at a closing speed of 50 mph, only to be turned at the last moment and pass on adjacent tracks.

I remember what it looked like at night when an eastbound freight would make its departure after switching. The caboose would sit 1500 feet east of the tower. The crew would set out and pick up cars, passing signals from atop the caboose with fusees. You could see the brakeman swinging his fusee to request the engineer to shove fast, slow, stop, and test the air before starting. The red glow silhouetted the brakeman and caboose, reflected off the sides of cars in the yard, and illuminated the fusee's white smoke, tinted with the red light. When all was ready to highball out of town, the brakeman threw the fusee into the air as high as he could. The eerie red glare would end suddenly as it landed on the ground and went out.

In a downpour of rain, Charlie Yates had left his train on a one percent ascending grade just northwest of the tower. He cut off and pulled into the yard to make a set out and pick up. Backing onto his train, he coupled up, pumped up the air without losing the slack, and started 98 cars on wet rail without slipping his drivers. That was the difference between a hogger and a real engineer.

Then there was the time when engineer Beauchamp was pulling a chain gang run east of Harvard and blew a cylinder head. What did they do with the disabled engine? Freight power was so scarce, what with the war, that they sent it out with only one working cylinder to pull a commuter

train. Of course, the valve gear on the right side was disconnected. How weird it was to see a train going 30 mph, but hear it moving at 15 mph. Needless to say, there was a switch engine standing by in case it was necessary to push the cripple off dead center.

There was a train from Beloit called the "sandman" that hauled gravel for the construction of O'Hare Airport. Often it would head into the Chemung lead a mile west of the tower. The brakeman would run ahead of the train and bend the iron so the train could head into the siding without stopping on the heavy grade. You could hear the engine working steam as hard as it could, then suddenly losing its footing as it hit the turnout. I learned much later that engines negotiating sharp curves lose some of the weight on drivers. It transfers to the pony and trailer trucks. That plus the he friction created by the lateral shift of weight against the rail all combined to make the engine slip.

The sandman often arrived in a rainstorm with three or four hotboxes on a single car. I recently heard an explanation for this mystery. Apparently multiple hotboxes could be caused by lightning hitting the train. The electrical current, searching for a path to ground, passed through the brasses and journals (no roller bearings in those days), damaging them, causing them to overheat and the lubricant-soaked cotton to burst into flames.

One morning I couldn't get the movable point frogs to lock properly because the lock rod was out of adjustment. The sandman's caboose hop was ready to head back to Madison. I reached an understanding with the crew that they would crawl over the defective frog points and I would watch to see if a problem developed. If so, I would give the stop signal. The hogger took off like a scared rabbit without looking back for my signal. Fortunately nothing went wrong. The signal maintainer later asked me, "Did you spike the facing point?" "No, sir", I gulped. The look in his eye said, "Son, don't you ever do that again."

Tower RD was retired in 1945, replaced by an electric signal system.

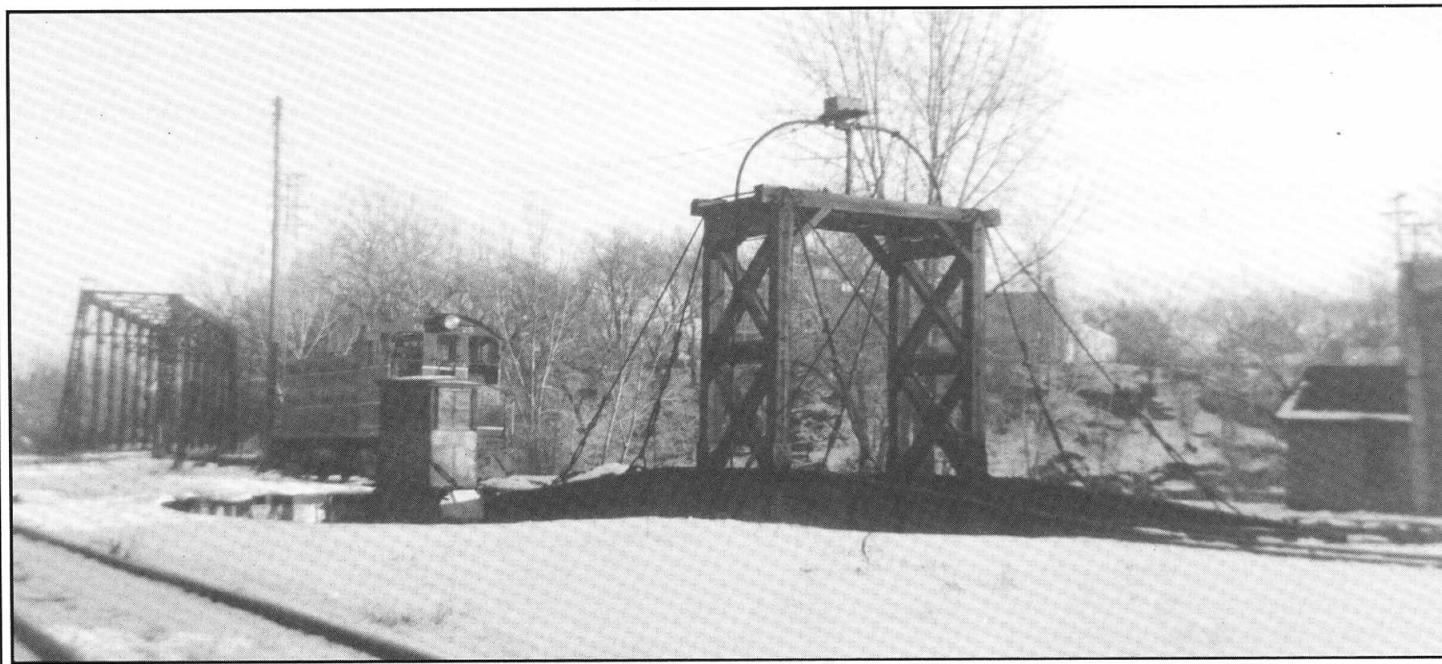


# Doug Hogdon's Pictures

When Doug Hogdon returned his member survey, he checked that he had some pictures for the Minne Gazette. The St. Louis Park native has always lived near the MN&S and had collected some vintage views of it. He also toted around a cheap 620 camera during high school in the early 1960's.

As with any group of photos, many of the shots were unremarkable, but some clearly deserved to be published. This issue's cover is one of them. Here are the rest, presented in the hope that they will send you back into your dusty file cabinets and shoe boxes. When you do, call the Editor and he will come around. Please share your window to the past with the rest of the museum.

Because the Dan Patch was built as an interurban, station spacing was much closer than on a steam railroad. One of the stops was Warden, located just south of Eden Avenue in Edina. By 1963, when this shot was taken, Warden had been missing from the public timetables for over 30 years, but it was still real to the crews who let Doug ride with them. The caption on the back of the photo reads, "#15 switching at Warden."



The Chicago Great Western's little yard and enginehouse on Boom Island were facing extinction when this view was taken in 1963. It is now a park, and a pedestrian path crosses the truss bridge to Nicollet Island.



Above: GN E-7 #501 spent only a short time painted in the F-unit scheme before the simplification of the mid-60's. Here it is in charge of the Winnipeg Limited at Minneapolis.

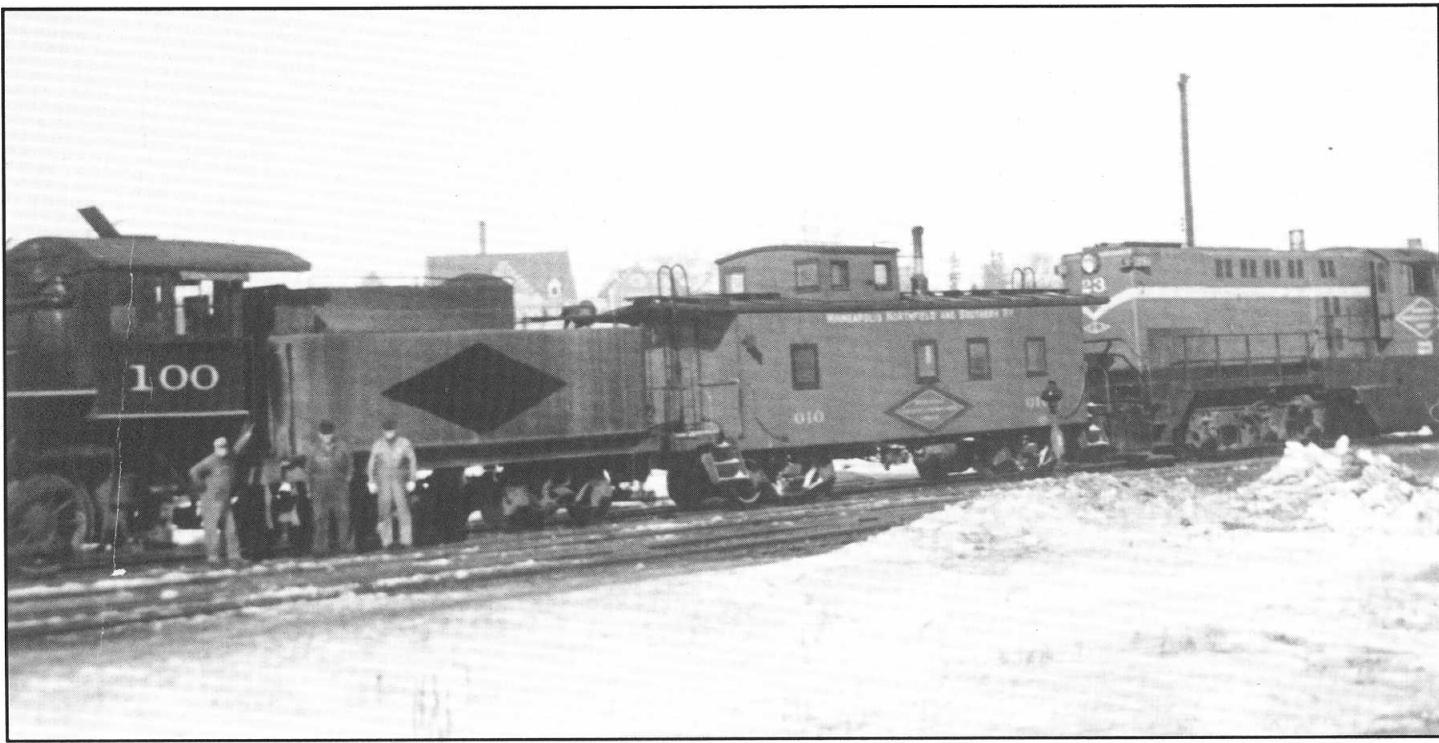
Below: The last Twin Cities steamers were two ex-Soo Line 0-6-0's that puttered about the Koppers Coke plant in the St. Paul midway into the '60's. They were easily viewed from the long Hamline Avenue footbridge that spanned the plant. Both the engines and the footbridge survive today.

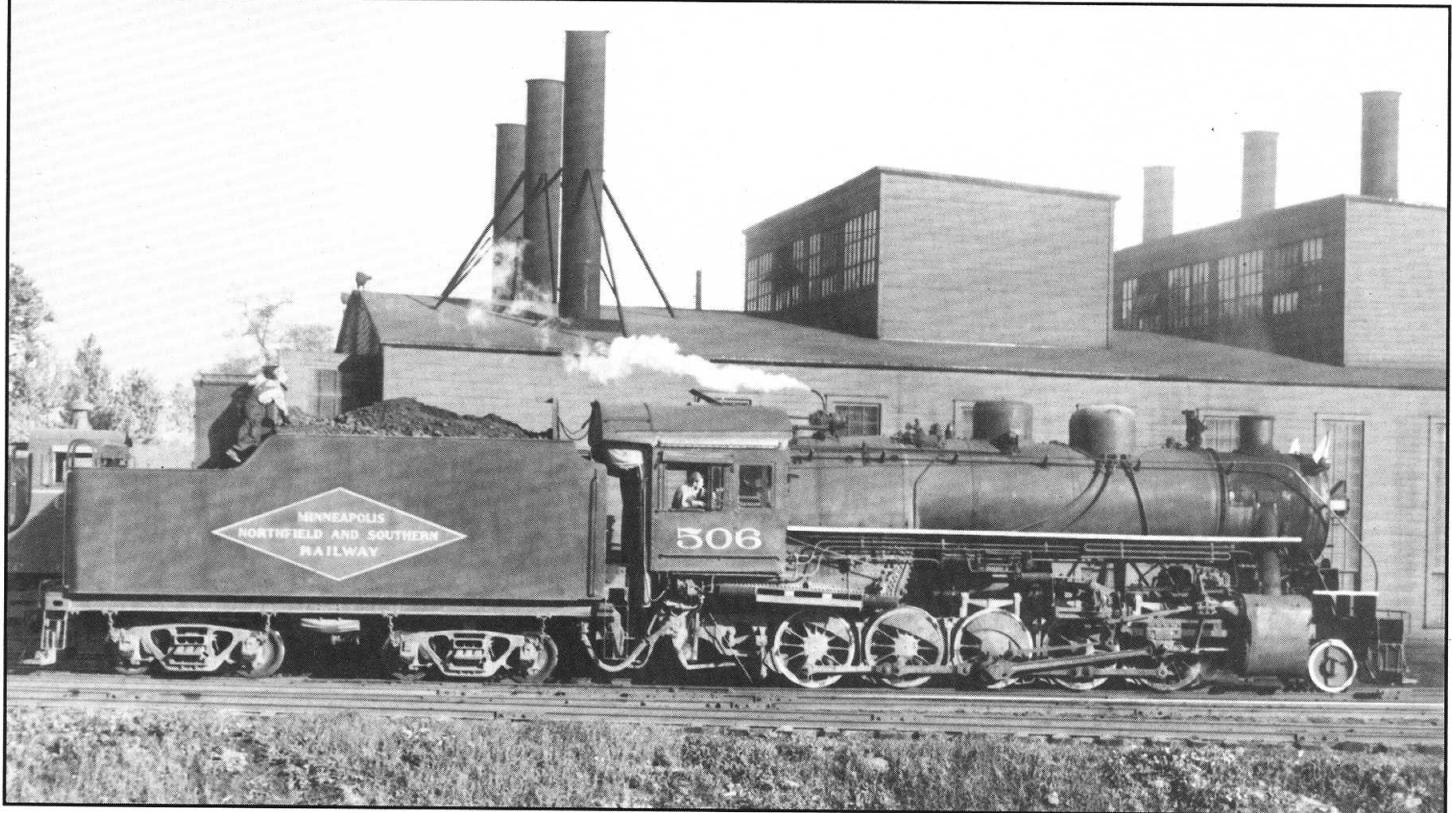




MN&S #503 has just descended the long ramped interchange track to Northtown yard and is sitting under St. Anthony Blvd. It is 1935. Harold Davison photo.

The changing of the guard. A new Baldwin centercab prepares to tow away the Dan Patch's first steam locomotive, 2-6-0 #100. This picture was taken before the line removed the cupolas from all their cabooses.

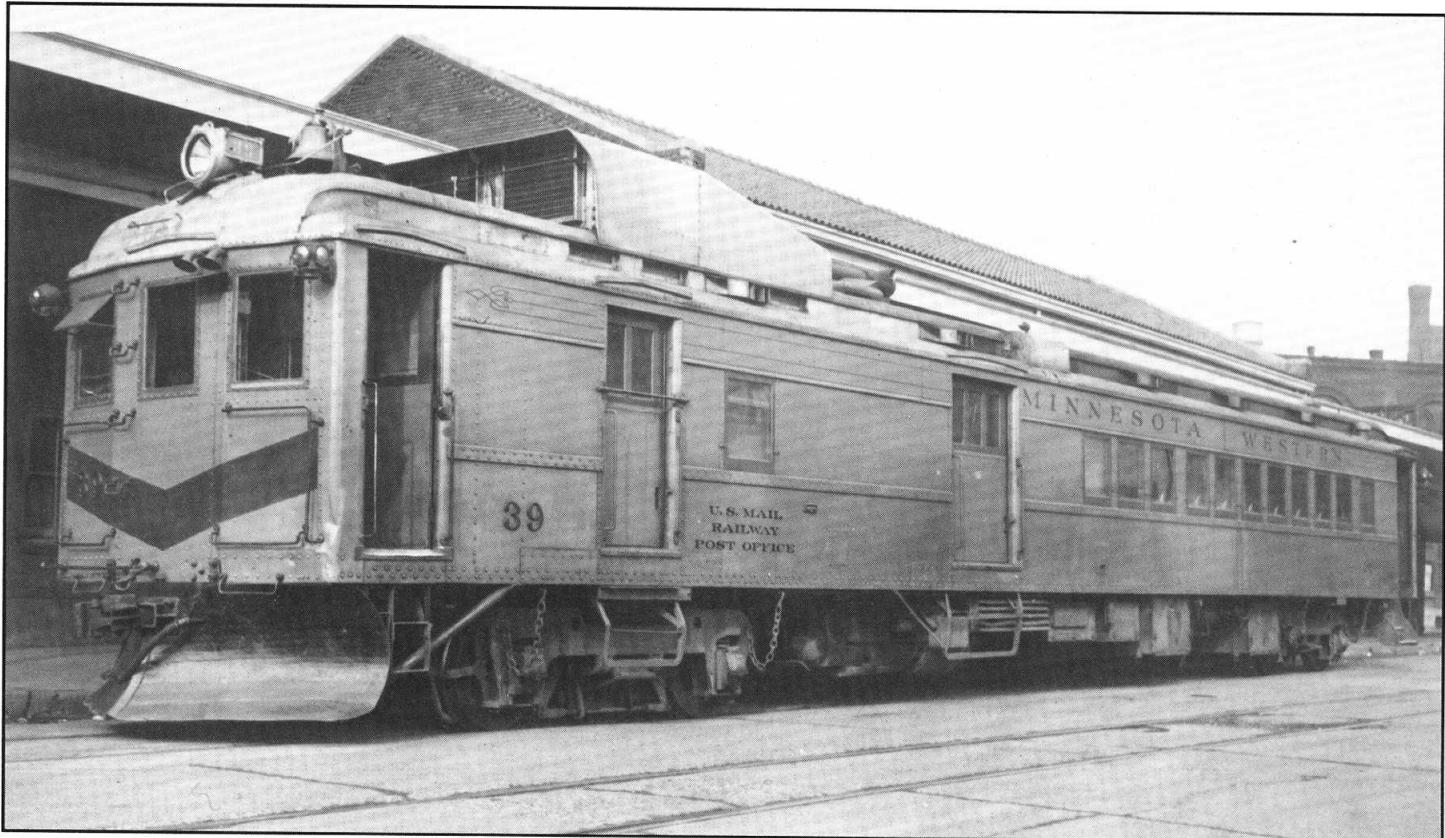




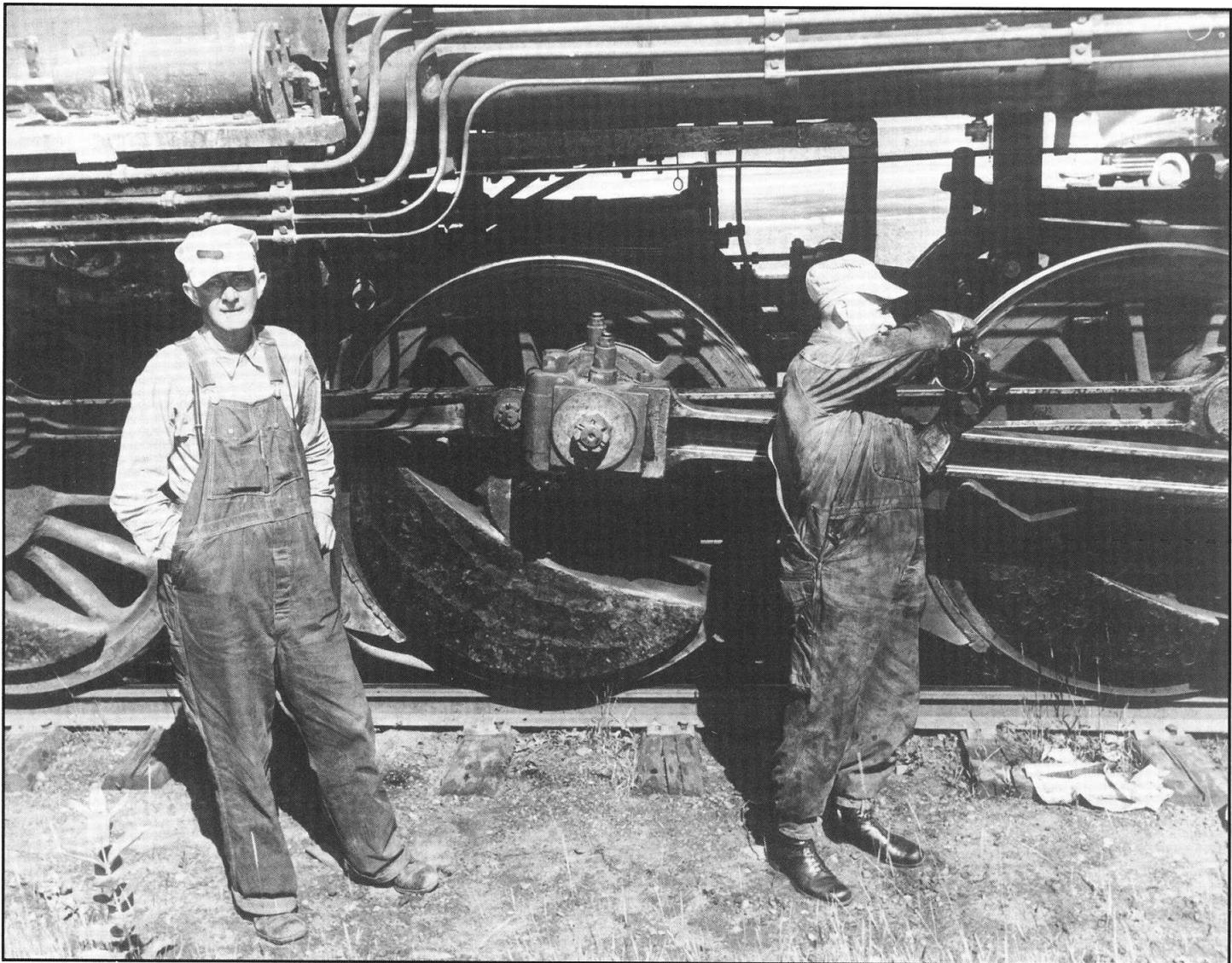
The MN&S was known for its 2-10-0 decapods, including several of the group that never made it to Russia due to the 1917 communist revolution. One of them became #506, shown here in 1948 at the old Glenwood Shops.

Photo copied from Harold K. Vollrath collection.

The Luce Line's newest passenger car was #39. Built for the Detroit, Toledo & Ironton in 1926, it was purchased in 1940 and ran for several years before being destroyed by fire. It was painted a bright yellow-orange. The picture was taken in March 1944 at the Minneapolis station. Photo copied from Harold K. Vollrath collection.







The St. Paul Pioneer Press recorded the last run of the Taylors Falls branch in July 1948 powered by MTM's own #328. They focused on the people, not the train.

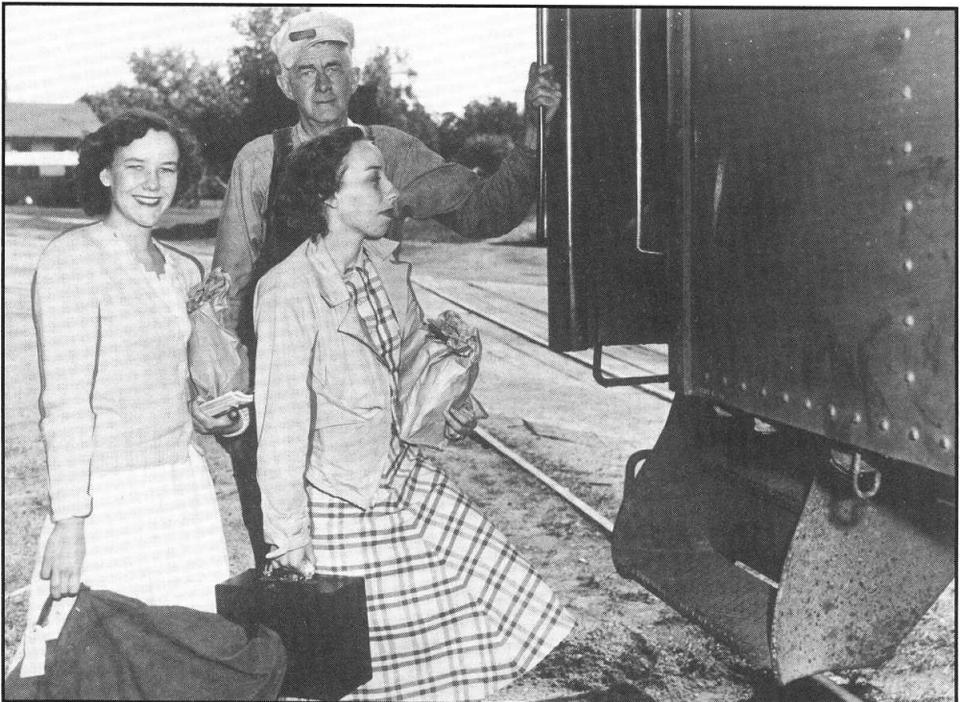
Top left: Awaiting the inevitable at the Taylors Falls depot.

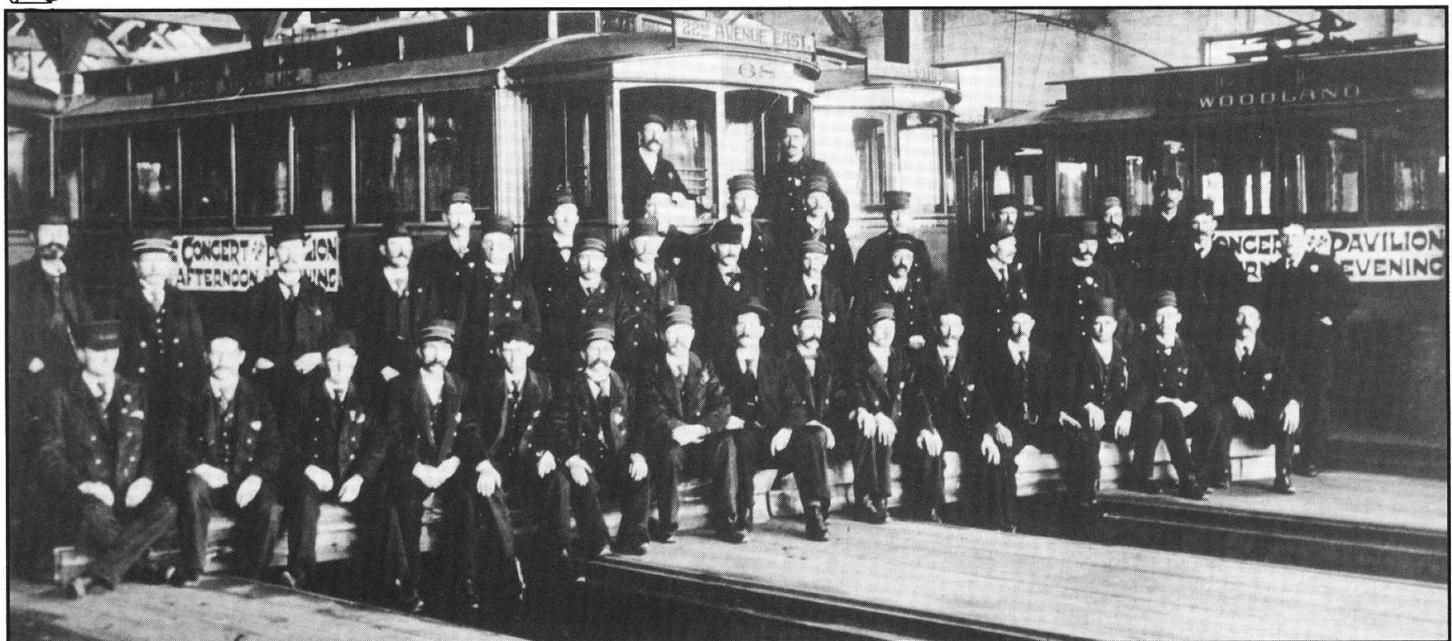
Bottom left: The last train arrives.

Top right: Oiling around #328.

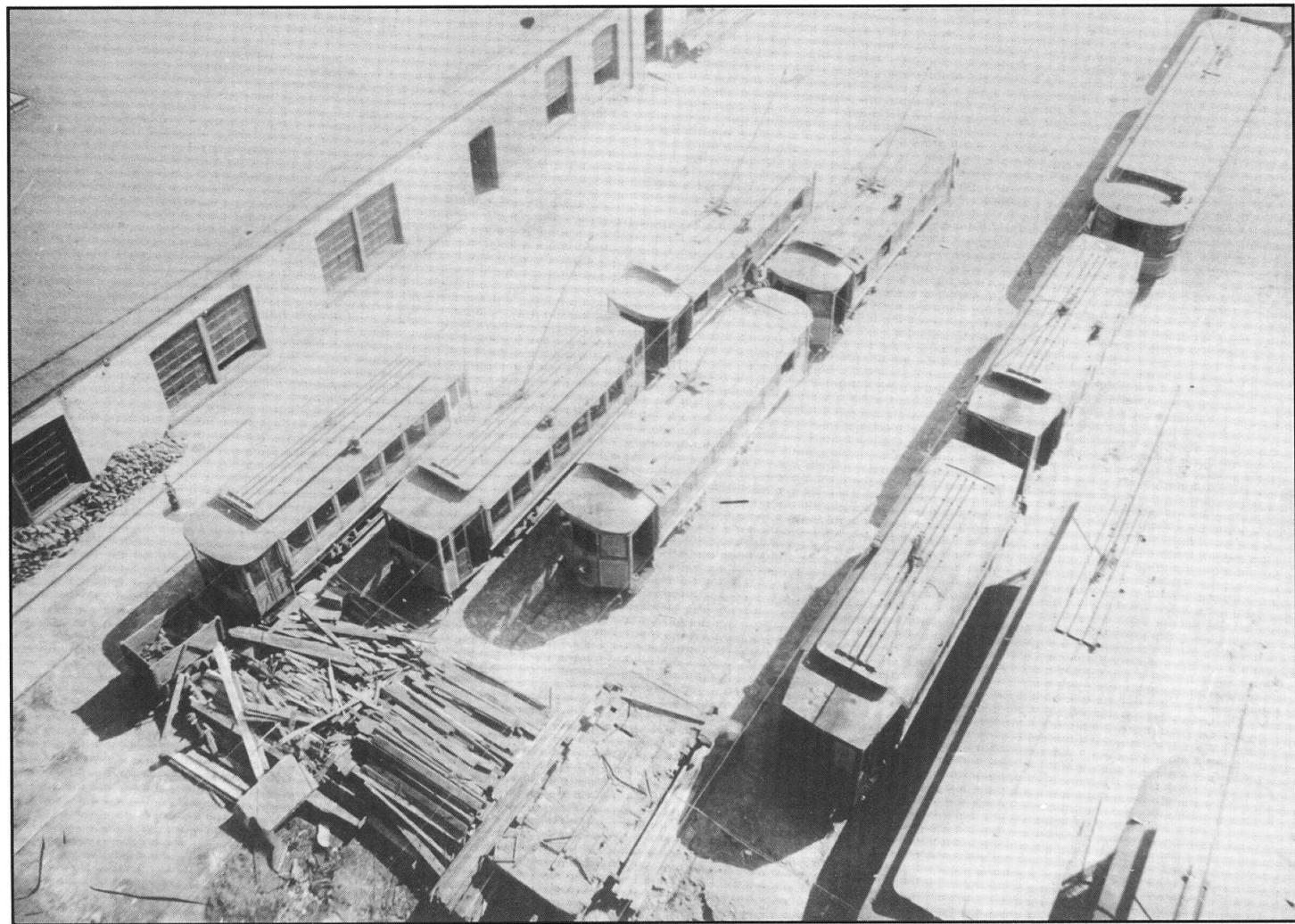
Bottom right: Boarding the last passengers at Wyoming.

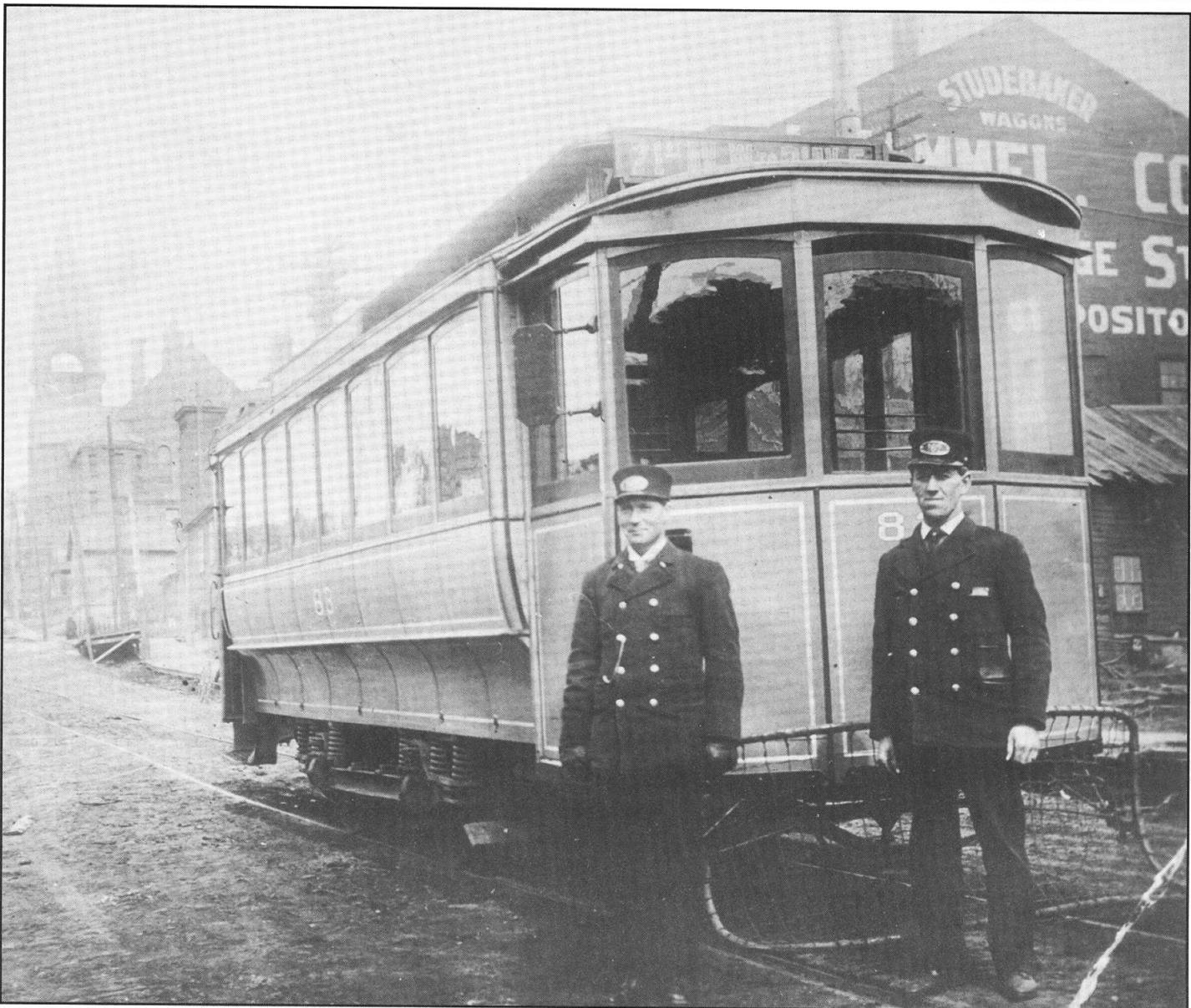
All Minnesota Historical Society collection.





MTM's #78 was part of a 20-car order (#68-87). These pictures show the cars in service around the turn of the century. All were collected by Wayne Olsen, who donated them to the North East Minnesota History Center. Top left: At the Duluth car barn. #68 sports the same front sign worn by #78 today. Bottom left: Three different car types viewed from the shops' water tower. Top right: It's hard to think of our fragile little car as a snow fighter, but it was. Bottom right: Wire fenders were added in later years as a safety measure. North East Minnesota History Center collection.





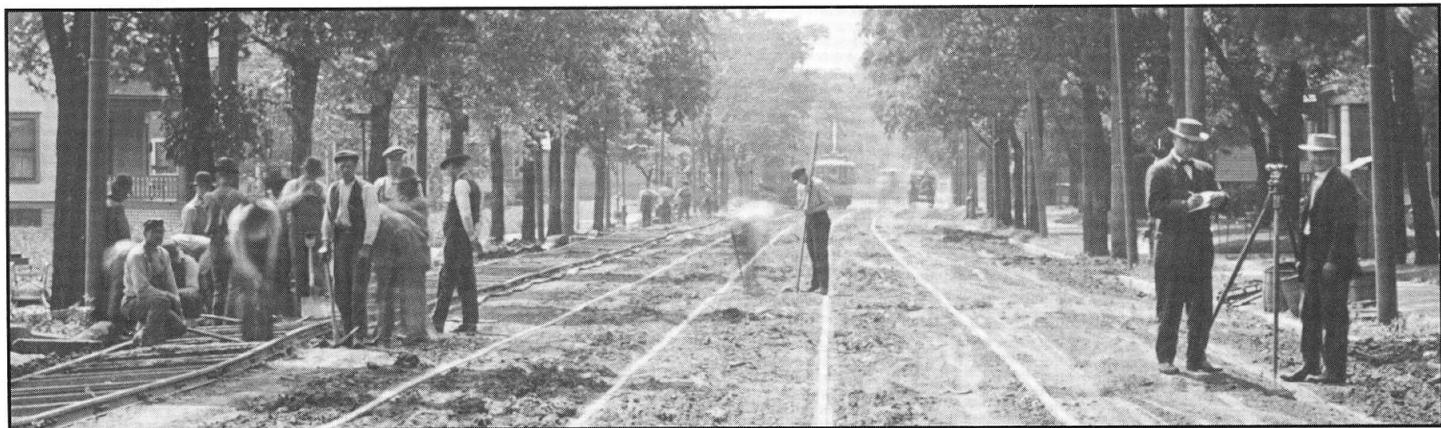


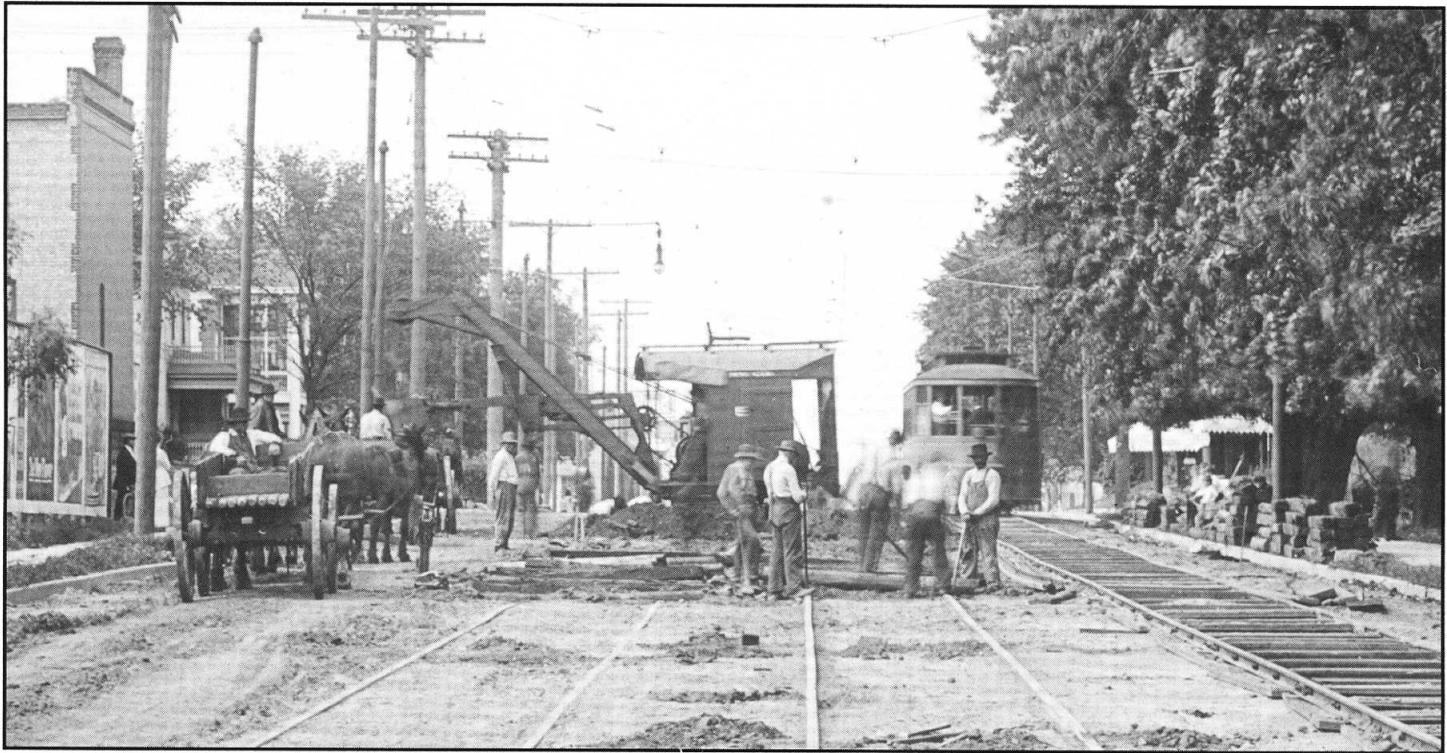
Many of the streetcar lines through the residential neighborhoods were laid on dirt streets, which were later repaved. In order to keep the cars running during construction, a bypass was made from prefabricated track sections.

Top: Looking south on Nicollet at 37th Street in 1914, showing a typical unpaved street.

Middle: This is the top picture, greatly enlarged to show the up and down profile of Nicollet Avenue. Note the oncoming car over a mile away at 46th Street.

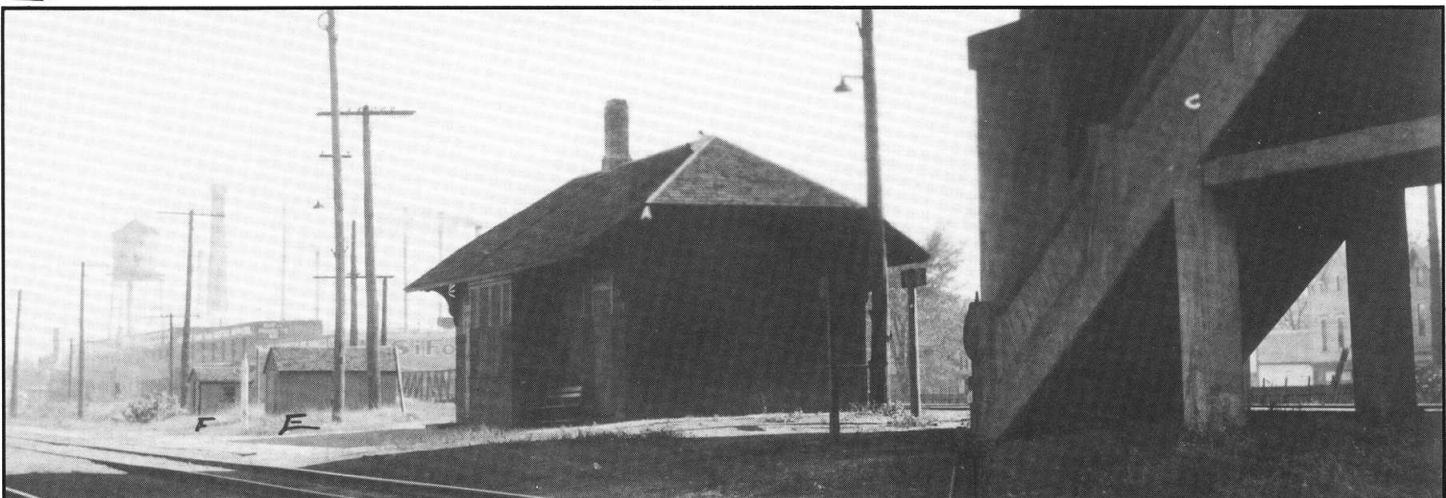
Below: The bypass track is being assembled on Como looking west from 20th Avenue.





Above: A bypass in use on Nicollet looking north from 34th Street. TCRT photos, MTM collection.  
Below: Looking west on Como from 28th Avenue. The track panels are stacked at left.



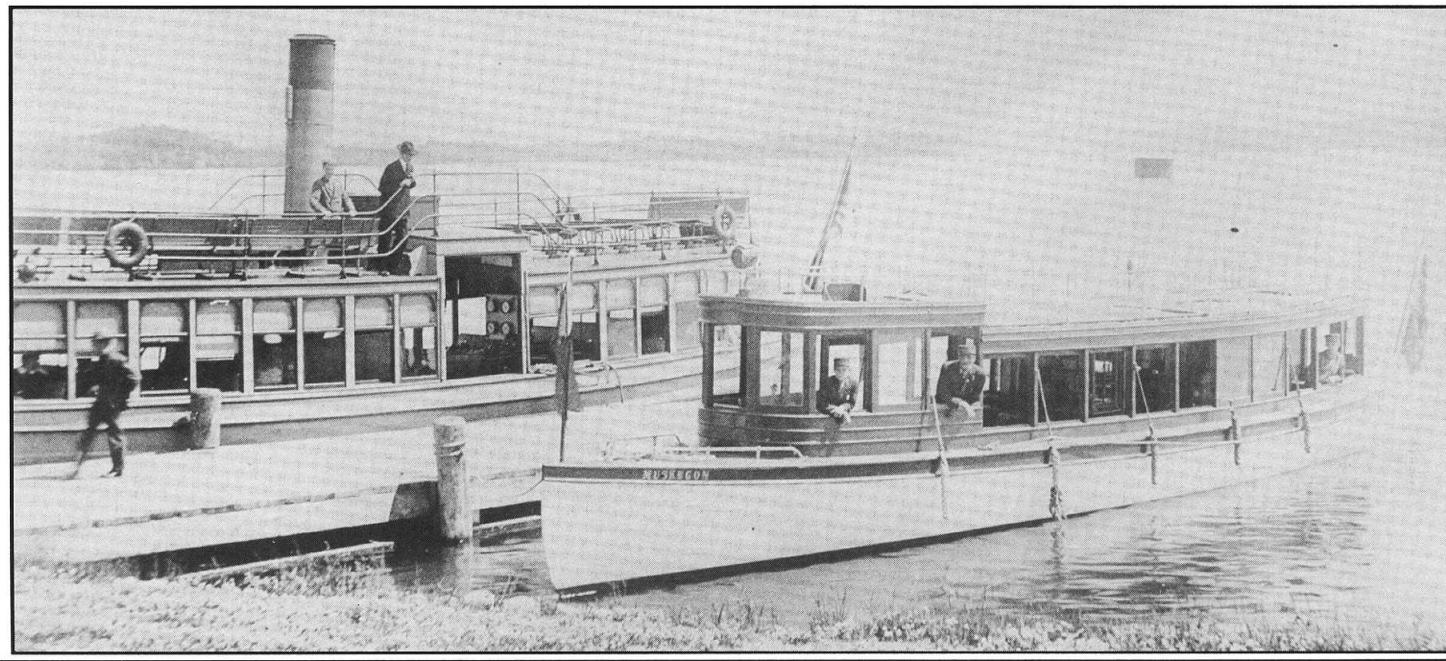


**OBSCURE DEPOTS ON PARADE-** This is the 7th Street depot on the east side of St. Paul in 1928. It was located just north of East 7th Street and east of the Earl Street viaduct, and sat between the tracks of the C&NW and the NP. The stairway from Earl Street, seen at right, is still there. NP photo, Lorenz Schrenk collection.



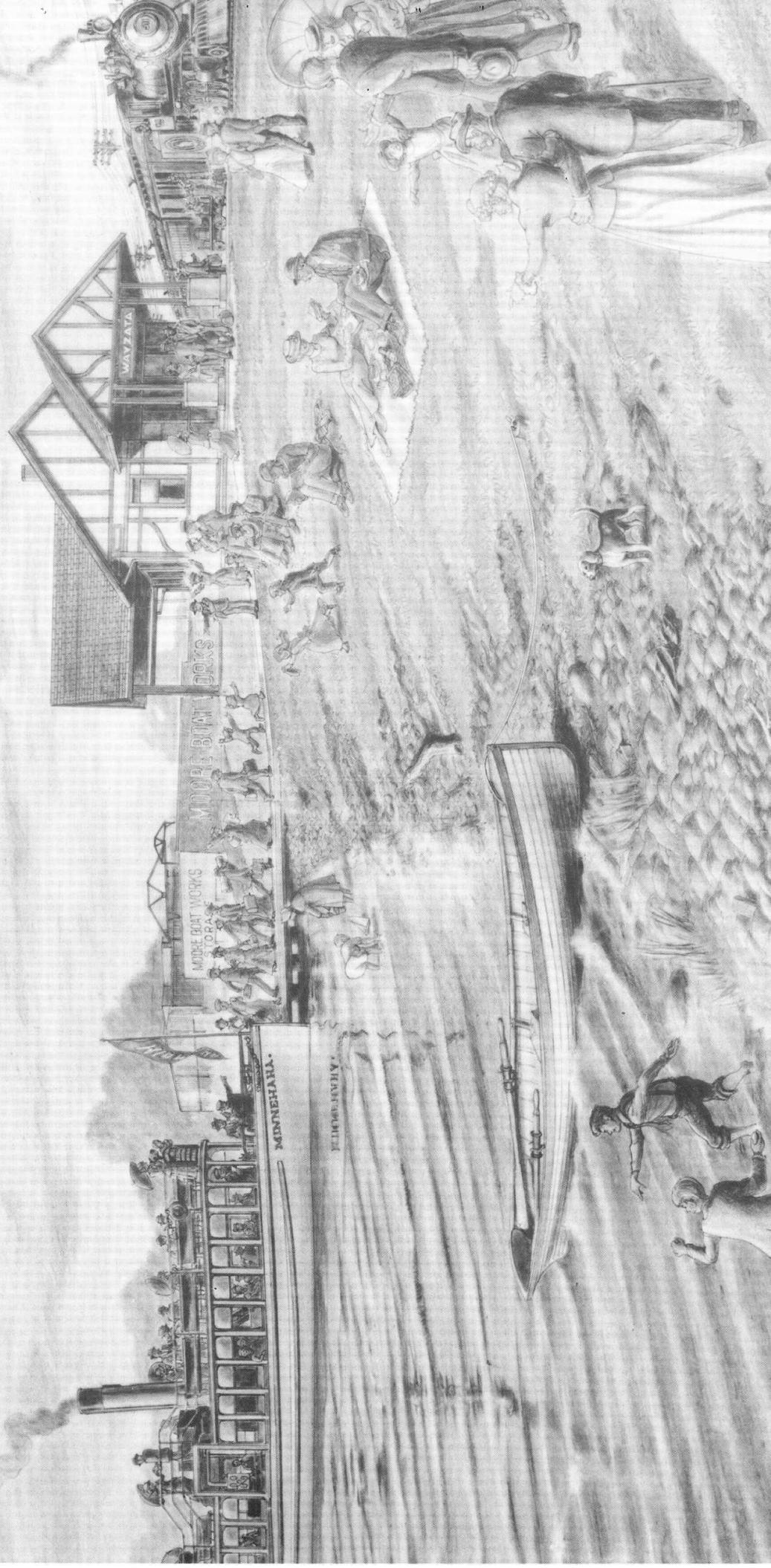
This is the best picture discovered to date of the Hercules, the tugboat built by Twin City Lines in 1917 as the non-revenue member of the streetcar boat fleet. It appears to have been painted dark green. It was scuttled along with the other boats in 1927. Divers found it in 1992 and tape of it appeared on the channel 4 news. Bill Warrick collection courtesy of Bill Janssen.

Now this is a rare picture. It shows the steamboat Muskegon with a streetcar boat during its brief (1905-1909) stay on Lake Minnetonka. It spent most of its life on Big Stone Lake (see the Winter 1992 Minnegazette) and survives in rebuilt form today. Bob Dumas collection.



**Inside Rear Cover:** Kurt Carlson has done it again, producing the third in his series of streetcar boat paintings. The latest is entitled "The Train Connection". It shows a new Minnehaha docked at Wayzata. A Great Northern passenger train stands at the depot. In the background is the Minnehaha's birthplace, Moore Boat Works. This is just a crayon draft of the final picture. Kurt has since changed some details. Upon completion, prints will be sold to raise money for the Minnehaha's restoration.

**Rear Cover:** In August 1945 the eastbound Zephyr Rocket squeezes past an upended caboose near Selby Avenue on the Short Line.  
St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.







# MINNESOTA STREETCAR MUSEUM

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August 2021

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